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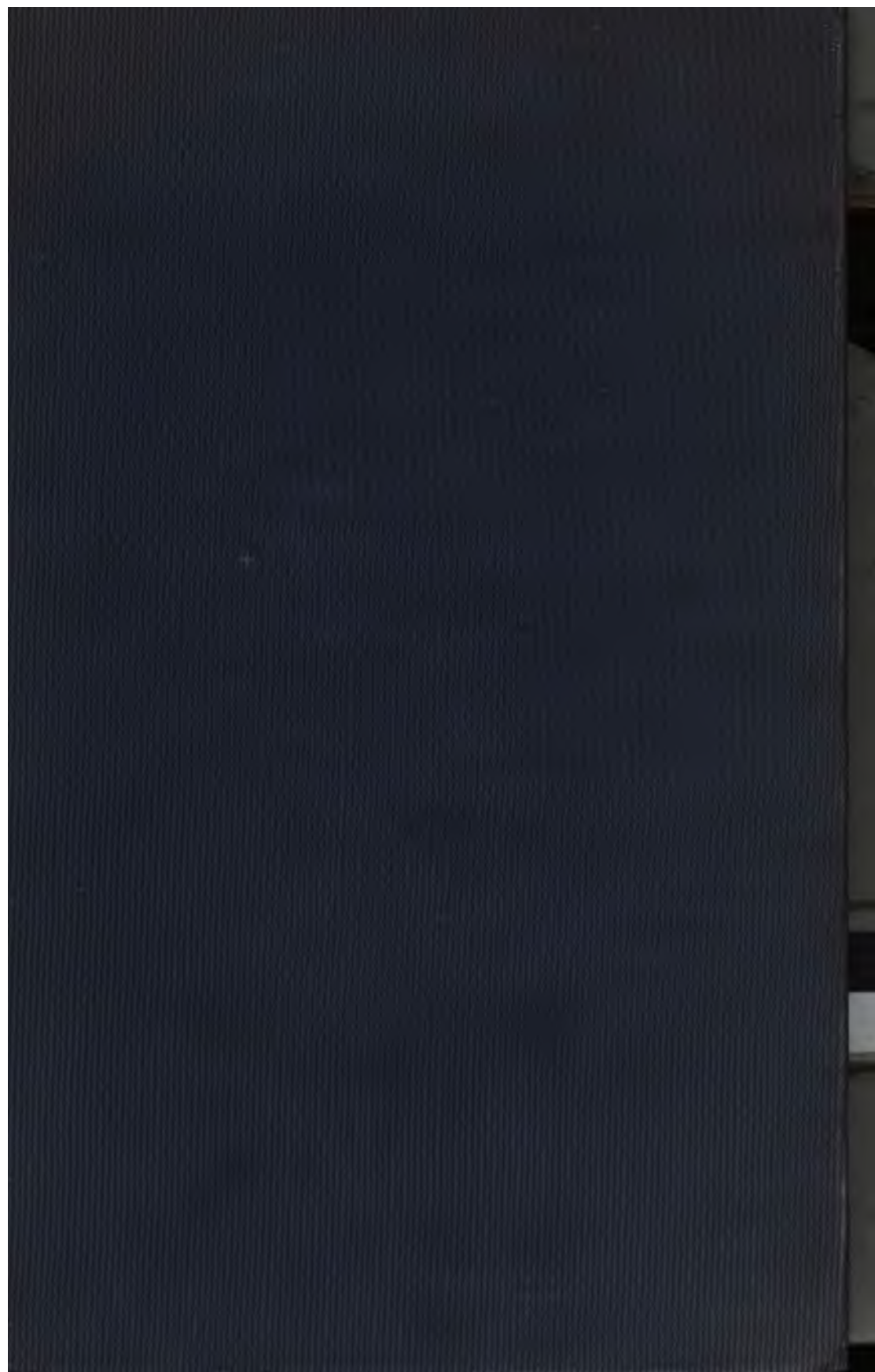
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## Harvard College Library



FROM THE

### BRIGHT LEGACY

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**JONATHAN BROWN BRIGHT**

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**Chalkley S. Leeds, First Mayor of Atlantic City.**

**ABSEGAMI:**  
**ANNALS**  
**OF**  
**Eyren Haven and Atlantic City**  
**1609 to 1904**

Being an account of the settlement of Eyren  
Haven or Egg Harbor, and Reminiscences of  
Atlantic City and County during the Seven-  
teenth, Eighteenth and Nineteenth Centuries

ALSO

**Indian Traditions and Sketches**

of the region between Absegami and Chich-  
hacki, in the country called Scheyechbi.

With Maps of the New Netherlands (1656), West New Jersey (1698), New  
Jersey (1904), Atlantic County and Atlantic City

BY

**ALFRED M. HESTON,**

**ATLANTIC CITY**

Member of the New Jersey Historical Society and Honorary Member  
of the Monmouth County Historical Association; author of  
"Hand Book of Atlantic City," "Slavery and Ser-  
vitude in New Jersey," "Defence of Fort  
Mercer" and "Queen of the Coast."

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**VOLUME II**

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Printed for the Author—Nineteen Hundred and Four.

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Sinnickson Chew & Sons Company, Printers,  
Camden, New Jersey.

## PART III.

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Atlantic City, Queen of the Coast—Her Past,  
Present and Future.







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## Queen of the Coast.

1854 to 1904.

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ABSECON ISLAND experienced so few changes during the first half of the nineteenth century, the few inhabitants were so staid in their ways, and the trade was so limited that there is but little which the historian can amplify into importance. During that period little progress was made on the island in improvements. No matter if the sun rose and set along the glistening beach, giving out its beauty and geniality from dawn to dark, to pioneer Leeds it gave no hint of healthfulness

nor promise of a future city. In time the mainland became more populous and the beach more inviting in the summer time. Instead of a sportsman's cabin there came a dwelling house or two, then more houses, and by and by a city was born. She grew in beauty and proportions, and, like a beautiful woman, was admired of men.

Twenty years before the railroad was thought of Dr. Jonathan Pitney, of Absecon, appreciated the physical advantages of Absecon Beach as a seaside resort for city people, but when the railway problem had been solved in his mind, and in the mind of Samuel Richards, they had to meet obstacles, one of which was the deep-rooted prejudice against the possibility of building a city on a waste of sand and cedars. Mr. Richards was a glass manufacturer who labored under the difficulties produced by almost impassable roads and consequent delays in

## HESTON'S ANNALS.

**Railroad Project** transporting goods to Philadelphia, and he joined heartily in the project of building a railroad. Dr. Pitney applied once to the Legislature for a railroad charter and failed. Nothing daunted, however, he returned to Trenton the following winter and succeeded in obtaining the requisite charter. In this labor he was assisted by Samuel Richards, General Enoch Doughty and Joseph E. Potts, Esq., counsellor at law, of Mayslanding. Their earliest associates were Hon. Andrew K. Hay, Stephen Colwell, John C. Da Costa, Joseph Porter and William Coffin.\*

### HOW THE PROJECT STARTED.

Thomas Richards, father of Samuel Richards, as early as 1829, became the owner of a large tract of land at a place then called Jackson, a small village northwest of Hammonton. On this land Thomas founded a glass-works, in which his son Samuel became a partner some time before 1850. The manufacture of glass at that place required many teams to do the heavy hauling to and from the works, at a very considerable expense.

Mr. Richards was anxious to increase his facilities and reduce the expense of making and delivering glass. About 1850 he began to talk of having a railroad built from Camden to Jackson.

Joseph Porter was then making glass at Waterford and was the owner of some 6,000 acres of land at that place. William Coffin and Andrew K. Hay were making glass at Winslow, and owned a tract of land. W. W. Fleming was active at Atsion and owned the half of about 60,000 acres. William Coffin and John Hammond Coffin had been, not very long before that, interested in the old glass-works at Hammonton and owned a considerable tract of land at that place. Jesse Richards was making glass and iron at Batsto and owned some 50,000 acres. Stephen Colwell and Walter D. Bell were owners of nearly 100,000 acres of land and were making iron pipes at Weymouth. General Enoch Doughty owned some 20,000 to 30,000 acres of land near Absecon. Mr. Doughty owned saw-mills and was interested in lumbering. Jonathan Pitney was a practicing physician at Absecon and owned a tract of 500 acres at what was then called "Sailor Boy," near the station now called Elwood. As a physician of large practice on the mainland from English Creek to Port Republic, Dr. Pitney was a gentleman of large influence in that region.

Mr. Richards was a gentleman of tireless energy. In emergencies he was known to have worked twenty consecutive hours per day for days in succession. His perseverance accomplished results that most people would have regarded as impossible. His project was pushed with so much energy that all the gentlemen above men-

---

\*Edwin P. Graham, a respected resident of Haddonfield, in 1868, said that when the first railroad to Atlantic City was projected, an old farmer declared he had no objection to the railroad, and would give the company all the land they wanted gratis, provided he could "hitch his market wagon behind the train on market days." This story was told by Mr. Graham in illustration of the derision of the people and the lack of faith which capitalists had in the enterprise.

## QUEEN OF THE COAST.

### Engineer Os- borne's Account.

tioned became interested and in the early part of 1852, as already stated, it was resolved to build a railroad to Absecon Beach. Richard Osborne was the engineer who laid out and built the road. From a letter written by Mr. Osborne under date of January 18, 1896, we quote: "Having been connected with the incorporators before the organization of the railroad company, and having acted from the first as their engineer and contractor until after the completion of the road and laying out of Atlantic City, I ought to be able to give the earliest and fullest statement, based on personal knowledge.

"The late Samuel Richards gave to me the first intimation of any intention to construct a railroad to the sea, in a letter dated May 22, 1852, to which I replied in person, by going from Tamaqua to Philadelphia, and after conferring with Mr. Richards I accompanied him on the 24th of the same month and was introduced to several other interested gentlemen. According to Mr. Richards' previous arrangement with me, a preliminary survey of the lines was ordered by the incorporators. This survey was completed on the 18th of June and submitted to Mr. Richards and his friends; after

which the railroad company was organized and the location of the railroad ordered to be made by the directors.

"Mr. Richards made the first estimate of the probable business of the projected road and used it as an argument in favor of the organization of the company and construction of the road. Some of the objects Mr. Richards had in view in urging the building of this road were: First, to secure the advantage of railroad transportation for his Jackson Glass Works; second, to convert large tracts of waste land, of which he and other branches of the family were owners, into a productive area; and, third, to open up Southern New Jersey, by establishing an attractive terminal at the sea for bathing and general recreation."



DR. JONATHAN PITNEY.

The first projected visit to the solitary marshes and sand-hills of what is now Atlantic City was made in the early part of 1852; an act of incorporation was obtained and in September of the same year a contract was awarded for the construction of a railroad between the Delaware River and Absecon Beach.



## HESTON'S ANNALS.

**First Train Run** The railroad to Absecon Island was completed and passenger trains were run early in the month of July, 1854. **July 1, 1854.** Meanwhile, Bedloe's Hotel and a little house called the Cottage Retreat, afterwards enlarged and called the Metropolitan (still standing), had been erected, and the United States Hotel was so nearly completed that the first excursionists, numbering about six hundred, were given dinner there. The next year the Surf House, Congress Hall, and two cottages on Tennessee avenue went up. These were followed by the Mansion House and Schaufler's Hotel.

### FAMOUS OLD-TIME HOTELS.

The Surf House occupied the square bounded by Kentucky, Illinois, Atlantic and Pacific avenues. It was torn down in 1880. Congress Hall was located at the corner of Pacific and Massachusetts avenues, extending towards Connecticut and Atlantic avenues. It disappeared in 1898. The United States Hotel and lawn was bounded by Atlantic and Pacific, Maryland and Delaware avenues. About 1890 the hotel was removed to the Pacific avenue front and much of the land converted into building lots. The building was finally razed in 1900. Schaufler's Hotel site was bounded by North Carolina, South Carolina, Arctic and Railroad avenues fronting on the last named. It was torn down in 1900. The Mansion House occupied what was at one time considered a very eligible hotel site at the corner of Atlantic and Pennsylvania avenues. The property was purchased by the Atlantic City National Bank and torn down in 1899.

Mr. Gregory B. Keen, librarian of the Historical Society of Pennsylvania, says:

I remember visiting Atlantic City with my parents the year that the old United States Hotel and Surf House were being erected. There was a country inn there then, called the "Atlantic Hotel," and a boarding house kept by a Mr. Scattergood, at which latter place we stayed. We walked to the Surf House along a ridge of sand, like that at Longport now or even wider, through shrubs and occasional grape vines. I have a special interest in Atlantic City, being a descendant of James Steelman, the ancestor of the Steelman family, who lived on that coast as early as 1693. His daughter Susannah married my great-great-grandfather, John Keen.

### NAMING THE CITY'S STREETS.

The streets of Atlantic City, as originally laid out, were dedicated to public use by deed and map dated April 15, 1853. The deed is signed by the principal land-owners, namely, Chalkley S. Leeds, Robert B. Leeds, William Neleigh, Daniel L. Collins, Richard Hackett, John Leeds, Steelman Leeds, D. J. Rhodes, J. N. Michener

## QUEEN OF THE COAST.

### **Land Company Formed.**

and William Coffin, the last named representing the Camden & Atlantic Railroad Company. The railroad company wished to have Atlantic avenue 150 feet wide and the cross avenues 75 feet, but the land-owners objected, and finally, against their own judgment, and in spite of the protests of their engineer, Mr. Osborne, the company yielded to the demands of the land-owners. The width of Atlantic avenue was reduced to 100 feet and most of the other avenues to 50 and 60 feet. At the celebration of the twenty-fifth anniversary of the founding of the city, in June, 1879, Mr. Osborne was called upon, as "the only man living who was actively connected with both the building of the railroad and the laying out of the city," to give a history of the resort. That history was published at the time in full or part by the Philadelphia papers. In his work of laying out the city, Mr. Osborne was assisted by a Mr. Stack and Daniel Morris. The latter subsequently became the first surveyor of Atlantic City. He invested largely in real estate and amassed a considerable fortune. He died in December, 1898, leaving \$50,000 to a Catholic orphanage which he had previously founded at Hope-well, near Trenton. He also bequeathed many thousands of dollars to various Catholic institutions in Philadelphia. To the surprise of many persons, no individuals, churches or institutions in Atlantic City were beneficiaries under his will.



As an adjunct to, and arising out of the railroad company, the Camden and Atlantic Land Company was organized and chartered. This company purchased the land of the Leeds family for seventeen dollars and fifty cents per acre. The money was paid over in old Aunt Hannah Shillingworth's Hotel in Absecon. Then began the rise in values that has made so many people rich, though, with the usual irony of fate, the descendants of the original owners and settlers are still poor. Most of the land is now valued at over one hundred dollars per lineal foot, some of it at over one thousand dollars a lineal foot and the beach front at two thousand dollars a lineal foot, or more. The same land was purchased by Jeremiah Leeds at forty cents an acre.

The question of a name for the new resort was one of the first to engage the attention of the directors. The names of "Ocean City," "Seabeach," "Surfing," "Strand," and "Bath" had been suggested, but when a map of the proposed resort was unrolled at a meeting of the railroad company in January, 1853, it was found that the engineer, Mr. Osborne, had lettered it "Atlantic City," and this title was at once approved by the board.

## HESTON'S ANNALS.

### **Boundaries of the City.**

The act of 1854 fixed the western boundary of the city at Iowa avenue. The present boundaries were fixed by the act of April 2, 1869, and are as follows: "Beginning at a point in the Atlantic Ocean, as far as the jurisdiction of the State extends, and on a line with the east side of Dry Inlet; thence easterly along the boundary line of the State to a line at right angles with the east side of Absecon Inlet, at high water; thence westerly along the east side of said inlet to a point opposite and at right angles with the west bank of Clam Thoroughfare; thence southerly along the west bank of said Thoroughfare, to its intersection with Beach Thoroughfare; thence southerly along the east bank of said Beach Thoroughfare to the intersection of the aforesaid line on the east side of Dry Inlet; and thence along said line to the place of beginning." This description includes within the city limits the tract now known as Chelsea Heights, between Beach Thoroughfare and Inside Thoroughfare.

It will be noticed that the southern boundary is in the Atlantic Ocean "as far as the jurisdiction of the State extends," which means at least three miles seaward from the Boardwalk. By the modern law of nations, the territorial waters extend to such distance as is capable of command from the shore, or the presumed range of a cannon, which, for the purpose of certainty, is regarded as a marine league, or three miles. According to some writers, a State or nation may extend its jurisdiction seaward with the increased range of a cannon (now about ten miles), and from their standpoint we may assume that the southern boundary of Atlantic City is ten miles seaward from the Boardwalk.

This question of boundary was settled in 1887 by Vice-Chancellor Alfred Reed, who was then a Judge of the Supreme Court. Several mechanics' liens were filed against the Howard Pier, which then extended into the ocean from the foot of Kentucky avenue. The defense set up that the State's jurisdiction did not extend below low-water mark, and therefore the courts could not pass upon the case or enforce the authority of a decree.

Judge Reed, in a very lengthy opinion, quoted copiously from English and American authorities bearing on the subject, and said:

"My conclusion is that the State of New Jersey holds the land and water with all the rights appertaining thereto to a line at least three miles distant from the low-water mark of the ocean."

This decision has been quoted in other cases and is the accepted law of the State.

It is evident, therefore, that the city has authority beyond the low-water mark, and control of the land under water at least three miles from the shore. The federal government exercises jurisdiction in so far as navigation and fisheries are concerned over the marine league, but all other rights are reserved by the State.

The beach front of Atlantic City has undergone a considerable change since the time of the first survey in 1852. The lighthouse was for years threatened with destruction by the encroaching waters of the Inlet, until the Government built a series of jetties in 1876, thereby diverting the currents. Since then other jetties have been built and considerable land reclaimed. A conservative estimate of what would be the present value of lands in the vicinity of the Inlet—lands that were once high and dry and covered with a thick growth of cedars, but now washed by the tides, is a million and a quarter of dollars. In other words, building sites which to-day would sell

## QUEEN OF THE COAST.

**First Election** for \$1,250,000. have been washed away by the currents of Absecon Inlet.

**May 1, 1854.** But while abrasion has taken place at one point, accretion has gone on at another, so that, to some extent at least, what has been one man's loss has been another's gain. The present site of the Seaside House, at the foot of Pennsylvania avenue, was washed by the tides as recently as 1870, and farther down the beach the sea covers the site of lots for which deeds were recorded as late as 1876. From New Jersey avenue down to Chelsea the present value of the accretions—the lands "thrown up" by the sea or the gift of Providence—is at least ten millions of dollars. Deducting the \$1,250,000 loss from the \$10,000,000 gain, and we have a net gain of \$8,750,000.

\* \* \*

The first election was held on May 1, 1854, when eighteen votes were cast in a cigar-box, secured with yellow tape. A small hole had been cut in the lid of the box, and through this the ballots were dropped. The city government then consisted of a mayor, recorder, aldermen, six councilmen, tax collector, treasurer, constable and marshal. Chalkley S. Leeds was elected the first mayor.

At one of the first meetings of City Council it was ordered "that a seal, with appropriate design, be obtained for Atlantic City." For a number of months, at every meeting of Council, the committee appointed to secure the seal reported "progress." Finally, on December 11, 1855, the long-expected seal was reported to have arrived—at Absecon. The committee was continued, but there is no further trace of the seal in the record. Just how or when it "arrived" in Atlantic City is not known, but it was of very ordinary design. At the suggestion of the writer, in a communication to City Council, the present seal was adopted by a resolution of that body. February 1, 1897.\*

---

\* The Atlantic City *Daily Press* of January 13, 1897, said: "Comptroller A. M. Heston says the present city seal is a disgrace to Atlantic City. 'The man who made it mistook his calling,' said he yesterday. 'He ought to have been a potato-digger or a charcoal-burner.' The Comptroller showed an impression of the seal on a piece of paper, and the reporter read:

ATLANTIC CITY.

Incorporated

March, 18.

1854.

NEW, JERSEY.

'Such punctuation as that,' continued the Comptroller, 'would be discreditable to the lowest grade of our Atlantic City public schools. When I showed it to a gentleman the other day, he said it reflected the intelligence of the men who once governed Atlantic City, but it is difficult to believe that the voters of Atlantic City ever elected

## HESTON'S ANNALS.

### First Mayor Re-Elected.

In November, 1855, Chalkley S. Leeds was re-elected mayor, but becoming weary of the honors of office, he resigned six months later, and in April, 1856, Council elected John G. W. Avery to fill the unexpired term. The city authorities struggled bravely with the difficulties before them, and before the close of the year they had effected a noticeable change in the topography of the island, especially in the vicinity of Absecon Inlet. Hills were cut down, ponds filled, ditches dug, and streets built. It is said that about this time one man contracted to cut down a hill and another was engaged to fill up a hollow. By a clever arrangement, the former fulfilled his contract

to office a man so utterly ignorant of the first principles of punctuation. No matter who is at fault in the punctuation, the important fact is that every official document issued by the city of Atlantic



City is an advertisement of somebody's ignorance. The city ought to have a new seal at once, and in the center should be the coat of arms. Around this coat of arms should be encircled the usual lettering—"City of Atlantic City—Incorporated March 18, 1854." On the new issue of Boardwalk bonds you will see a design for a city seal in line with what I have suggested, and adapted to Atlantic City."

Two weeks later, at a meeting of City Council, on February 1, 1897, Councilman Edward S. Lee introduced a resolution adopting the new design as the seal of Atlantic City. Subsequently it was discovered that this new seal, as well as the old one, bore a date that was historically incorrect. The *Atlantic City Daily Press* of October 25, 1898, said: "The man who designed the present seal of Atlantic City, whoever he was,

made a curious mistake. He inscribed on the seal the date, March 18, 1854, as the date of the city's incorporation; but as a matter of fact the proper date should be March 3, 1854. Just how the mistake occurred no one knows, but the fact remains that for nearly half a century every legal document has been stamped with a seal that is historically incorrect. The discovery was made a short time ago by City Comptroller Heston, and was brought to the attention of Council last night in the following communication:

"*Gentlemen:*—In view of the fact that the city of Atlantic City is about issuing Paving and Crematory bonds, permit me to suggest the advisability of procuring a new city seal, with the correct date of incorporation engraved thereon.

"The present and all former seals of Atlantic City give the date of incorporation as March 18, 1854, whereas the correct date is March 3d. I made this discovery in going over the records at Trenton, and have a letter from Hon. George Wurts, Secretary of State, in confirmation of my statement, in which he says: "In reply to your request I have to say that the act to incorporate Atlantic City was approved March 3, 1854, and went into effect immediately."

"The fact that all legal documents heretofore issued by Atlantic City have been stamped with a seal bearing the wrong date of incorporation should not be accepted as a sufficient excuse for continuing the error, and I therefore suggest a new city seal."

"Council immediately took steps to rectify the mistake by authorizing the Comptroller to have a new seal made bearing the correct date of incorporation."

## QUEEN OF THE COAST.

**Excursion House** by permitting the latter to cut away the hill and deposit the sand in his hole. To pay for these improvements city scrip was issued to the amount of \$1,500, dated February 15, 1856.

Several years elapsed before the city began to attract attention, even in Philadelphia. Some who had become interested despaired of success and abandoned further efforts to build up the resort. The railroad company struggled through adversities, hoping for that success which was sure to come in years later. To extend the popularity of the new resort, the company, in the beginning, began running one-day excursions from Camden, at the rate of one dollar for the round trip. In 1857 the excursion house was located on Atlantic avenue, between New York and Kentucky, north side, and it remained there until a building at the foot of Missouri avenue was erected in 1870. A long platform was built along Atlantic avenue, for the convenience of the excursionists. The railroad track at that time did not extend below Illinois avenue. The platform referred to was the cause of the first difficulty between the railroad officials and the city authorities. The former claimed that they had full control of the avenue. Litigation followed and was continued until 1881, when the difficulties were adjusted by the passage of an ordinance on June 13th of that year. This ordinance provided that the company should construct and maintain two tracks on Atlantic avenue the whole length of the same, in consideration of which the company should keep the avenue clean and in good repair and furnish a sufficient quantity of sand and gravel, free of cost to Atlantic City, to build Atlantic avenue to grade from curb to curb where-soever the company's tracks should be extended, from Georgia avenue southwestward.

When the railroad company in November, 1895, attempted to lay a new electric rail, beginning at California avenue, the police department, by order of Council, stopped the work. The new rail differed from the Willow street (Philadelphia) rail, specified in the ordinance of 1879. The railway company got out an in-

**Railroad Com-** junction restraining the city from in-  
**pany Opposed.** terfering, on the ground that the new  
rail was better than the old one  
for trolley car purposes.

This question was considered in full by Vice Chancellor Bird when the motion to dissolve the injunction was argued. The railway company argued that as it would be held for damages in case of accident, the best rail possible ought to be used, so that horses might not be injured by stepping upon them. The Vice Chancellor continued the injunction, neither dissolving nor making it permanent. He ruled that the railroad company might continue their improvements at their peril till all the points involved could be argued.

For two years or more the attorneys for the city, Allen B. Endicott and August Stephany, tried to arrange for a final hearing and argument. One of the important points involved was that the railroad company had no right to operate trolley cars on Atlantic avenue. It was claimed that Council had no right by ordinance to give away such a franchise and the railroad company had no right to take forcible possession of Atlantic avenue. Only by the consent of abutting property owners could such a right be given. Vice Chancellor Reed's decision in the case of the city of Burlington against the Pennsylvania Railroad Company covered these and other points, and apparently Atlantic City had a clear case against the railroad company. The railroad company rushed a law through the Legislature in 1896 (Pamphlet Laws, 1896, p. 346), confirming all past transactions of this character. Vice Chancellor Reed declared such a law unconstitutional.

The controversy between the city and the railroad, concerning Atlantic avenue, was apparently terminated by the passage of the following resolution by City Council on January 3, 1898:

THE CITY SURRENDERS, WITH SUCCESS IN SIGHT.

*Whereas*, sometime in the year eighteen hundred and ninety-six the Camden and Atlantic Railroad Company (now the West Jersey and Seashore Company) began to tear up and remove its then rails on Atlantic avenue in Atlantic City, New Jersey, for the reason that



1. Dr. Thomas K. Reed.  
3. Dr. William M. Powell.

2. Dr. B. C. Pennington.  
4. Dr. John R. Fleming.





## QUEEN OF THE COAST.

**Suit in Chancery** they were not adapted to modern and efficient electrical street car service, and to replace the same with new, large and better rails and adapted to the purpose of a modern and efficient electrical street car service; and

**Withdrawn.** *Whereas*, the city council of Atlantic City ordered and directed that necessary steps be taken to prevent the action of the said railroad company; and

*Whereas*, thereupon said railroad company filed its bill in the Court of Chancery of this State to restrain and enjoin Atlantic City, its agents, servants and workmen, from, in any way, hindering or delaying it in the prosecution of its said work; and

*Whereas*, on a hearing had before said court, after answer filed by said city, through its solicitor, said court made perpetual an injunction to restrain said city, as prayed; and

*Whereas*, said solicitor and his assistant, since said decree allowing said injunction, have striven to obtain a final hearing in said court on proof to be submitted, which action is now deemed unwise, unnecessary and fruitless of results; now, therefore, be it

*Resolved*, by the city council of Atlantic City that the city solicitor and his assistant, Mr. August Stephany, be and they are hereby authorized and directed to discontinue all action looking to a further hearing of said proceedings by said court; and that they are directed to take no further steps in the same. \*

\* City Solicitor Wootten, at the request of City Council, rendered an opinion on this railroad question at a meeting of that body on May 4, 1903. The Solicitor said: By virtue of ordinances passed by previous Councils, and particularly by virtue of ordinances passed March 12, 1877, February 4, 1879, and June 13, 1881, the Camden and Atlantic Railroad, now a part of the West Jersey and Seashore Railroad Company, received from Atlantic City a right to locate and operate a double track system of the extreme length of Atlantic avenue as it existed at the time of the enactment of the ordinances, and these same ordinances provided that the right should also extend to any extension of Atlantic avenue.

Under these and prior ordinances, the line as it exists to-day was laid out connecting with the original system established by the Camden and Atlantic Railroad Company, which original system was used for steam railroad purposes. The original railroad company and its present successor has never discontinued the use of its system for steam purposes, but has always used and is now using the same almost daily for freight purposes. Therefore, I am of the opinion that the present railroad company has not lost its right to use its lines on Atlantic avenue for steam railroad purposes; but as it is operating an electric or trolley system the question naturally presents itself: What right has the railroad company to exercise the franchise of an electric railroad?

It appears that the original railroad company did, without objection on the part of Atlantic City, and in fact, with the permission of the city, as expressed in ordinance of June 13, 1881, operate a street car system; did desire to change the motor power of that system to electricity, deeming that such a change was necessary, and to secure that change, applied to and secured from City Council an ordinance dated December 5, 1888.

The right to change the motor power is not a privilege conferred by a municipality, but by the State Legislature, the only provision in the State law being that any company operating a street railway shall obtain the consent of the municipality having charge of the streets, on which it is proposed to operate by means of the new power. Therefore, it is my opinion that if this city has consented to the change, the city cannot challenge the right of the company to use electricity. Has the city consented to the change? On this question I will state that several courts, in jurisdictions outside of New Jersey, have held in cases of similar nature that an implied consent may be given to a railroad company by a municipality, by reason of acquiescence and recognition.

This city never objected to the railroad company using its lines on Atlantic avenue for street car purposes when operating street cars, hauled by horses or mules; and secondly, when operating by means of the trolley system. By the ordinances above referred to, the city has expressly recognized the use of the tracks of the Camden and Atlantic Railroad Company for street car purposes, and it gave implied consent to the equipment of the line as an electric trolley line when it gave permission by ordinance to the railroad company to erect poles in the center of Atlantic avenue. It has recognized the company's rights by granting

## Encroachments of the Sea.

Between 1855 and 1865 the lower end of Brigantine Beach, now low and flat and swept by nearly every high tide, was high and hilly. The sea and Inlet currents began to play havoc with the beach at the head of Atlantic, Arctic and Pacific avenues, and at one time the security of the lighthouse was seriously imperiled, the waves at high water curling around its foundation stones. Then it was that the Government built jetties extending into the Inlet at different angles.

Immense cribs of solid timber were built, lowered into the Inlet and filled with great masses of rock that sank and formed a foundation about which the sand gathered. The Camden & Atlantic Rail-

a license to the company in the nature of a mercantile license placed upon each trolley car run by the company, and has again recognized the company's rights by providing regulations such as compelling cars to be equipped with fenders. But by reason of an act of Legislature of New Jersey, dated March 11, 1893, changes in motor power are apparently recognized and ratified, for by this statute it is provided that if any consent has heretofore been granted by any municipality, whether by ordinance, resolution or in any other way, such consent shall be as valid and effectual as if the same had been granted in accordance with this act. The statute applies not only to street railway companies, but also to any company operating a street railway.

[The act of 1896, which is similar to this, was declared unconstitutional by Vice Chancellor Reed.—THE ANNALIST.]

I am, therefore, of the opinion, that by reason of implied consent, such as is expressed by the ordinances of 1881 and 1888, together with the action of the city in recognizing, taxing and regulating the trolley system, and more particularly by reason of the statute of 1893, that this city would be estopped from saying that the railroad company has never obtained consent to a change of motor power.

The railroad company is required to keep its roadbed, or such parts of Atlantic avenue as is occupied by its tracks, in a condition that is safe, convenient and not such as will interfere with the comfort of the public in going upon or across its right of way. It has also an assumed obligation to keep Atlantic avenue in repair by depositing upon it gravel, and also to furnish sand and gravel for the building of Atlantic avenue, wherever its tracks are extended below Georgia avenue, and if the said company fails to make such repairs, when necessary, after having received sixty days' notice from this body, the railroad company could be restrained from operating its trolley system until repairs were made, or its tracks removed.

Should the city of Atlantic City desire to pave Atlantic avenue, I am of the opinion that it could compel the railroad company to pave correspondingly that portion of Atlantic avenue occupied by its tracks. The railroad company cannot stop a necessary public improvement of this nature by refusing to put in proper condition the portion of the street occupied by it.

I am asked to communicate to this body the rights and control of the city over the franchises and privileges of the railroad company. In answer, I state that railroad companies secure their franchises and privileges from the state, and not from the city. A municipality gives its consent to have franchises and privileges become operative within its limits, but has no control over the same, unless some limitations are agreed upon at the time consent is given by the city. The city, however, has power under state laws, to make reasonable regulations in regard to the safety of its inhabitants.

The city has the absolute right of control over Atlantic avenue, and may regulate the use thereof, improve the same, or designate the uses to be made of the same, but cannot do any act or confer upon any person the right to do any act that will interfere with the safe and proper operation of the railroad company's system.

A railroad company, having had conferred upon it the right to the use of a street, its right is entitled to constitutional protection, as are other contracts or property rights. No railway company, however, can have a monopoly on a street. Its monopoly extends to the line or part of the street its tracks occupy. There are street laws, however, that prohibit parallel competing lines. In my opinion, many of these laws are not constitutional, but as these statutes are directed at new and aspiring railway companies, and for the protection of established companies, the question of the constitutionality of the law is a matter for the railway companies, and not for the municipality.

It is well to state, also, that in the ordinance of 1881, there is a provision that in consideration of the railroad company furnishing gravel and sand to build extensions of Atlantic avenue, and keeping in repair Atlantic avenue, no future grant, shall be given to build or operate a railroad on Atlantic avenue, longitudinally, and a grant to another company of a parallel line on Atlantic avenue, might release the present company of its obligation to repair the avenue.

## QUEEN OF THE COAST.

**Sloughs and Marshes Remoted** road built an elevated structure just south of what is now Grammercy Place, on which to run cars loaded with rock to where the jetties were in course of construction. This elevated structure is now covered with sand, and fully two blocks of valuable real estate, beautified with handsome cottages, lie between the light-house and the Inlet currents, marking the place where at one time the tides ebbed and flowed.

In its primitive state, Absecón Island was not all sand-hills, cedar groves and brier patches. There were marshes and marshy places, salt water ponds and fresh water sloughs. These latter places bred mosquitoes and harbored greenheads. It, therefore, became the duty of city officials to fill up the holes and slashes, but it was not until 1860 that any effective effort was made in that direction. Even then, the work was only partially done, and not for some years were all the nuisances of that character abated. Dr. F. B. Lippincott, at one time, introduced the idea of pouring coal oil on the surface of ponds as a mosquito-breeding preventive, which was used effectively by some for a few years, especially by those living near stagnant water.

The summer of 1858 witnessed a plague of green-head flies, gnats and mosquitoes, and hundreds of persons who would have remained here returned home, unable to endure the torment of these insects.

### MOSQUITO PLAGUE IN 1858.

So numerous were the mosquitoes and greenheads in August, 1858, that horses, covered with blood, laid down in the streets, and cattle waded out into the ocean to escape the torture. Children scratched and squalled from the poisonous stings on limbs and faces. Excursionists begged the conductors to start homeward ahead of schedule time. Men and women converted their handkerchiefs into masks for their faces and a smoking fire was built in front of every house. Before bed-time the windows and doors were opened, a board placed on top of the chimney, and a dense smoke sent through every chamber, to drive out the mosquitoes. After the house had been thus thoroughly smoked, the board was removed and the people re-entered. The *Philadelphia North American* published a communication signed "J. S.," and dated Atlantic City, August 11, 1858, in which the writer said: "Last week the place was crowded with visitors; now they are escaping the scourge as rapidly as possible. This house is now surrounded with bonfires, in the hope that the smoke therefrom will drive off the enemy. The horses attached to a carriage containing guests from the United States Hotel became so maddened from the attack of greenhead

## HESTON'S ANNALS.

### **Original Minute Book Lost.**

flies that they ran away near the Inlet, demolished the carriage, and broke the arm of one of the ladies." The same correspondent tells of two men who were driven from their beds by the mosquitoes, and who went up and down the hallways banging the dinner gong and ordering all the male boarders to meet in the ocean parlor at one o'clock that morning. Every man responded to the call, not knowing what was up. The women became alarmed and quickly dressed. They, too, were invited to meet with the men in the ocean parlor. At one o'clock every guest was present, when one of the "gong chaps" arose, with a fan in one hand, beating away the mosquitoes, and a paper in the other. He said the meeting had been called to pass upon a set of resolutions which his friend would read. The friend then read a long preamble and resolutions, bitterly attacking the mosquitoes as enemies of the human race, and describing them as the pestilence that *flyeth* in darkness, "wherefore they are worse than bed-bugs, because these only *walk* or creep in the darkness." The resolutions concluded with a notice to the landlord that every guest would leave on the morrow, if he failed to cover with netting every door and window in the house. The resolutions were adopted unanimously, and the two young men were cheered by the rest of the boarders. Next day, before night, the landlord had complied with the orders of his guests.

The original minute book of City Council, if in existence, would be useful in writing an account of the official doings or misdoings during the first decade of Atlantic City's history. In the early days there was no official depository for these and other records, the City Clerk having possession of the minute book and handing it over to his successor in office. Each Clerk kept the book at his own home, and in course of time the minute book came into the hands of Edward S. Reed, who was elected City Clerk in 1861. After his retirement from office, in 1867, Mr. Reed turned the book over to his brother, Dr. T. K. Reed, who at that time was writing a series of papers to be read before the local literary association. Mr. Reed, while serving as Clerk, had taken some pains to note down in the minute book incidents of the times which would be useful to the historian of to-day. Dr. Reed preserved this book with characteristic care, but in a generous moment, about twenty years ago, he loaned it to a gentleman who at that time was making a study of local history. That gentleman either lost, mislaid, destroyed or purloined the precious record. Despite his efforts, Dr. Reed failed to recover his book, and thus was lost the official record of that period in Atlantic City's history.

## QUEEN OF THE COAST.

**Union League Formed.** The breaking out of the Civil War in 1861 retarded the growth of Atlantic City. Progressive and patriotic people were resolved to save the nation rather than build a city.

During the early part of the Civil War the Republicans living on the island formed a secret organization, called the Union League, of which Lewis Evans was chosen president. It was principally a literary association. The Union League retained its organization until 1869, when it was superseded by the Atlantic City Literary Association. "This society," says A. L. English, "was non-partisan, and all persons, including ladies, were invited to join. \* \* \* Among those most prominent in the debates were Newton Keim, John J. Gardner (afterwards mayor, state senator and congressman), Dr. Thomas K. Reed, Jacob Keim (assemblyman), Levi C. Albertson (postmaster and county collector), D. W. Belisle (mayor), S. R. Morse (school-teacher and county superintendent), Gideon Grier and others. The winter days were chiefly spent in preparation for these mental contests. \* \* \* Another interesting and profitable feature was the journal at each meeting. The editorship, which lasted a week only, was assigned to any person the president might select. Communications were solicited, and that the modest beginner might be encouraged, the name of the author, if desired, was kept secret. The association held winter sessions of varying interest and success until 1880, when, to the misfortune of the community, it was permitted to disband."

## WEBSTER-HAYNE LITERARY SOCIETY.

Not until 1897 was there an organization in Atlantic City similar to the Atlantic City Literary Association of 1862-1880. On January 22, 1897, the Webster-Hayne Literary Society was organized by the pupils of the Atlantic City High School. This society meets on the last Friday afternoon of each month during the school year, for the discussion of questions of public interest by pupils of the High School, the girls having equal part with the boys in these debates. The meetings are largely attended by friends of the pupils and the debates are usually very interesting and profitable to old as well as young. The members of the society have had the encouragement and assistance of Mr. H. P. Miller, the principal of the High School. The present membership is about 150. Among the more active members, since the organization of the society in 1897, have been: *Presidents*—Messrs. Leon Albertson, Frederick Reid, William Alcorn, Benj. Z. Hann, Norwood Griscom and Eugene Wiltbank. *Leaders of Glee Club*—Misses Carrie Turner, Nan Scull and Amanda Rothholz. *High-School Quartette*—Messrs. Eugene Schwinghammer, Lewis Mathis, Norwood Griscom and Howard North.

In addition to the above, the following have been active in the debates, etc.: Homer Silvers, Harriet Armstrong, George Muller, Caroline Giltinan, Leira Conover, Andrew Steelman, Ida Taylor, Chester Brown, Ordelle Conover, Herman Sorin, John Ries, Richard Bew, Lillian Scull, Carrie Cramer, Adele Giltinan, Marion Mundy, William Haupt, Henry Philo, James Hayes, Mildred Rundall and Mary Leyman.

**Observations by Carnesworthe.** "Carnesworthe," writing of Atlantic City, in 1868, says: "Atlantic avenue is the principal street of the city, and upon either side of this avenue are erected the principal hotels, boarding houses, private houses, stores, churches and market houses. The passenger cars of the railway pass slowly up this broad roadway, on which they stop opposite each hotel a sufficient time to allow passengers to alight. By a judicious system of regulating the stoppages, each hotel is placed upon the same footing as its neighbors, so that passengers are alternately delivered at the lower and upper end of the city."

This manner of delivering passengers, direct from the train along Atlantic avenue, continued until late in the eighties. The principal hotels in 1868 were the Surf House, United States Hotel, Congress Hall and Mansion House. None of these are now in existence. The other hotels, "the second class" houses of that day, numbered eleven. Besides these there were fifteen boarding houses—a total of thirty places of public entertainment. To-day the number is over seven hundred. At that time (1868) there were only three churches—the Methodist, open the year around, and the Presbyterian and Catholic Missions, open only a part of the year.

No seaside resort in the world has grown as rapidly as Atlantic City, and none stands on a more secure foundation for future prosperity. In the development of the resort the railroads have played a very important part. In 1876 the increasing importance of the place made another railroad desirable, and the Philadelphia & Atlantic City Railroad Company was incorporated. The construction was commenced in April, 1877, and the first public train was run on July 25th of the same year. It is now operated by what is commonly known as the Reading Company, of Philadelphia. The competing facilities offered by this road have been of the greatest benefit to the city, and have aided materially in the development of the place. Early in the spring of 1880 the West Jersey Division of the Pennsylvania Railroad extended its line to Atlantic City. The opening of the West Jersey was of exceptional benefit to the city, since a direct route to

## QUEEN OF THE COAST.

**Inception of the Boardwalk.** New York City, without change of cars, was thereby afforded. Some years afterwards the Pennsylvania Railroad Company built a bridge across the Delaware above Camden, and began running through trains to Philadelphia and the West, by this route, on April 19, 1896.



Skirting the ocean for a distance of four miles, from the Inlet to Ventnor, is a magnificent Boardwalk, with steel girders and columns, twelve feet in height and forty feet wide most of the distance.

The first "Boardwalk" in Atlantic City—the first, indeed, in the world—was built in 1870, five thousand dollars being raised for that purpose. The venture was regarded in an unfavorable light by many of the conservative citizens, some of whom were large owners of real estate, but the younger men carried the project through.

There was no way at that time for the city to pay for this proposed improvement, but city scrip was issued and held by Brown & Woelpper, owners of the United States Hotel, and lumber merchants in Philadelphia. The agreement was that they were to use the scrip for the payment of their taxes and license. Subsequently \$5,000 of city bonds were sold at a discount of 10 per cent., and with this money a Boardwalk was paid for. The bonds were redeemed by the city about three years later. This walk was eight feet wide, and was completed on June 26, 1870.\*

The second walk was built by authority of a resolution passed by City Council in September, 1879. On October 2d, the contract for its erection was awarded to Henry Disston & Sons, of Philadelphia, and it was completed the following spring. It was sixteen feet wide. This walk was destroyed by severe storms in the winter of 1883-4, but was rebuilt in a more substantial manner in the spring of 1884, at a cost of less than ten thousand

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\* On the completion of this Boardwalk City Council passed the following ordinance: "Be it ordained that no building whatever shall be built within thirty feet of said walk and none upon the ocean side of said walk unless by permission of City Council, under penalty of \$10 for the first offense, and if not removed within three days a second fine of \$50 or imprisonment for not more than thirty days or both at the discretion of the magistrate before whom the case shall be brought."



**Boardwalk Improvements.** dollars. Five years later (September 10, 1889), another storm made almost a complete wreck of the walk, but before another summer it was rebuilt, wider, higher and stronger than ever, with an unobstructed view on the seaward side. The completion of this fourth walk was celebrated with a grand torchlight and fireworks procession of citizens, secret societies, militia and firemen, on the night of May 10, 1890, just eight months, to the day, after its destruction. The total cost of this improvement, including the purchase of land and buildings by condemnation, lawyers' fees, etc., was \$53,928.50.

#### THE BOARDWALK OF TO-DAY.

In February, 1896, the act of 1889, by authority of which the last Boardwalk had been erected, was amended. It authorized a much greater expenditure and provided for a structure of steel, iron or wood. The walk then in use being too narrow and practically worn out, Council decided to erect a new one of steel. The contract was awarded to the Phoenix Bridge Company, of Philadelphia, and work was begun on April 24, 1896. The formality of a public dedication of this new walk was observed on July 8, 1896, when the golden nail was driven by Mrs. Stoy, wife of the Mayor. There was a "grand rally" on the lawn or park opposite the Hotel Brighton, with speeches by Congressman Gardner and others. In the evening there was a parade of citizens, military companies and fire companies, on the Boardwalk, and fireworks galore. The walk was not entirely completed until the following September, having a temporary railing during most of the summer. The entire cost, including legal expenses, was \$143,986.38. The Chelsea extension of this walk was built in the spring of 1898, at a cost of about \$17,000.



Parade Badge, 1896.

Subsequently the Boardwalk was extended to the lower end of the city at Jackson avenue, the same width as the Chelsea extension, and a new walk was built along the Inlet, of the same width. These extensions were finished in 1902. Portions of the walk, from New York to Illinois avenues, were destroyed by fire on April 3, 1902, and the cost of rebuilding, added to the rest, made the total expenditure for Boardwalk construction, from 1896 to 1902, \$240,000.



Atlantic City Free Public Library.



## QUEEN OF THE COAST.

### "Boardwalk"

### Officially Adopted

By a resolution passed August 17, 1896, the name of "Boardwalk" was officially given to the present elevated structure on the beach front of Atlantic City. There is no authority for the word "esplanade," sometimes used by uninformed persons in referring to this promenade. The word is a misnomer. Mention the Boardwalk anywhere in the world "from China to Peru," and every one knows you mean Atlantic City. There is only one Boardwalk on the globe. But mention Esplanade or Promenade, and what significance has it? It may mean one at Brighton or at Ostend or at Mosquito Beach.

The Boardwalk is the distinctive feature of Atlantic City. It follows the contour of the beach just above the line of high water, and is lighted with electric lights its entire length of four and one-eighth miles. In summer time, when the beach is crowded and the Boardwalk thronged with pedestrians, Atlantic City presents a scene of gayety unequalled anywhere else in the country.

### REMINISCENCES BY ATLANTIC CITY'S FIRST MAYOR.

"I cannot remember the date that my father, Jeremiah Leeds, settled upon this island," said Chalkley S. Leeds, first Mayor of Atlantic City, who is still living. "Records show that he purchased from the Steelman family in 1804 and 1805 all title of the grantors to this property. The following year Reuben Clark conveyed to him a piece of land containing 25 acres, beginning at the Chamberlain tract and running the entire length of Joseph Ireland's plantation, and by numerous other purchases later he acquired possession of nearly the entire island. At this time Absecon Beach only extended to Little Inlet, a small body of water which separated it from what is now Ventnor. This inlet became dry and was known as Dry Inlet. My father first lived at Leedspoint. My earliest recollections of childhood are of the old homestead, at Baltic and Massachusetts avenues, and another house in which lived Zedic Bowen, the superintendent of the salt works, which was established by a company in 1812 near the Inlet. These two houses sheltered the entire population of Absecon Beach. When my father died, in 1839, a commission was appointed to divide the estate between the children. The heirs were Andrew Leeds, Mary Reed, Rubanna Conover, Judith Hackett, R. B. Leeds and myself. Our property at that time extended from the Inlet to where the United States Hotel was afterwards built, on the corner of Maryland avenue, and then came the Chamberlain tract, of about 180 acres, and all on the other side of this tract, as far as Dry Inlet, was ours. When I was quite a young man I built the Atlantic House, which I think was the first hotel ever erected on this beach. I added two wings to our old homestead, one being a three-story structure, 36 by 24, and the other a two-story addition, making about 15 rooms altogether in the house. I rented this house in 1853, and the following year built the house in which I still live.

"At that time Philadelphia visitors were brought to Absecon from Camden in stages, and from there carried over to the beach in boats. As far back as 1852, John Lucas, Henry Disston, Samuel

## HESTON'S ANNALS.

### **First Real Estate Boom.**

Ayres, William B. Mann and other well-known citizens of Philadelphia came down here to fish and gun. They built the first fish house, making their headquarters back of where the Inlet House now stands, on Clam Creek, and made a regular summer visit, coming by stage from Camden. Their example was followed by others, until three fish houses stood side by side, on Clam Creek, and, as the years passed, Philadelphians grew accustomed to coming to Atlantic City.



Home of the First Mayor.

year that I was first elected Mayor. In May of that year we held an election at Ryan Adams' house, Arctic and Maryland avenues. The votes, eighteen all told, were cast into a cigar box with a hole cut in the top, and I was elected Mayor; Daniel I. Rhodes, Alderman, and William Neleigh, Steelman Leeds, Richard Hackett, James Leeds, John Leeds and Ryan Adams were elected Councilmen. At our opening meeting the ordinance for the sale of liquor was the first business considered, and after much wrangling the price for a license was fixed, ranging from \$25 to \$50. Thomas Bedloe secured the first license.

"Down on Atlantic avenue, near North Carolina, used to stand the old market-house of the Bartletts. This building was erected by William G. Bartlett, and was the first one of its kind ever built in Atlantic City. Two or three years ago it was moved to Arctic and North Carolina avenues. In 1857 a Methodist Church was built on Atlantic avenue, above Massachusetts, and from that time new buildings were being gradually built until the close of the civil war, when Atlantic City experienced another boom. During the latter part of the '60's and the early part of the '70's the island began to take on the appearance of a city. In 1870 Jacob Keim, proprietor of the Chester County House, and Alexander Boardman conceived the idea of building a boardwalk along the beach. The boardwalk was completed in June, 1870. Following this, the Camden and Atlantic Railroad, in 1875, commenced the erection of a new depot on their present site, which was completed in the following year."

"When it became known that a railroad was to come in here, the island began to experience a boom. About this time oyster planting became a business, and ground began to sell in building lots. The Chamberlain tract, the property adjoining ours, was soon afterwards purchased and the ground sold in building lots. Gradually people from the mainland began coming over here, and in 1854 I should judge there were ten or fifteen families on the island. It was in this

## Struggles and Triumphs of the Founders.

1854 to 1860.

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**P**REVIOUS to the building of the first railroad to Atlantic City, two of the directors\* made a carriage trip across the State for the purpose of passing their opinion on Absecon Beach as a fitting site for a bathing village, to be called Absecon. They had a weary journey through the deep sand, especially after leaving Long-a-coming village, now Berlin.

When Absecon was reached, the flat, wet marshes, with their ditches and throughfares, prevented further traveling by carriage. They hired a sail boat, and crossing Absecon Bay, landed on that point of the beach now termed the "Inlet," where the pavilions are located. The island was certainly most uninviting to the eyes of city gentlemen. Its sterile sand heaps gave it a wild look, and there was no building worthy of being called a habitation. The gentlemen were disappointed; they did not deem it desirable as a site for the proposed bathing village. To build a railroad to reach such a wild spot would be a reckless piece of adventure; moreover, the meadows would not sustain the weight of a locomotive. Thus all hope, on the part of the engineer, Richard B. Osborne, of making a good impression on the minds of the gentlemen as to the feasibility of the project, the certainty of a sure return, and the vast importance of their mission, seemed lost.

It was the turning point on which everything depended. If they drew back there were no such interests to be elsewhere secured. Who could be induced to under-

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\* Samuel Richards and W. Dwight Bell.

**Corporate Name Adopted.** take it? The words and wills of those gentlemen in that short hour and on that day controlled events measured by millions. Mr. Osborne heard their expressions of disapprobation with regret, and replied: "I think, gentlemen, every objection made is an argument in its favor." He pleaded for the site, showed that its rough, wild state was precisely what would give them control of the land at low rates; that here was a fortune in itself; that the land company (chartered March 10, 1853) could at once be made a grand reality. This argument was very assuring, "if only the meadows could be crossed by the trains." This question Mr. Osborne was not unprepared for, and he settled it for the time in the minds of the gentlemen by a guarantee that the locomotive would be borne safely over the whole extent.

The visit to the beach being ended, the gentlemen returned to Absecon village a little more satisfied, but still dubious and apprehensive. Yet that visit, so full of fears, was a memorable event, and may be considered as deciding the turning of the first sod—the laying of the corner stone of Atlantic City. It was natural for these gentlemen to hesitate to go into large expenditure, with obstacles which seemed to be too great to be overcome.

The directors were able in due time to exercise their best energies without any feeling of uncertainty or failure. They even became enthusiastic, and thus encouraged Mr. Osborne began his work of railroad construction. The centre line of the railroad, on Atlantic avenue, was run parallel to the general line of the beach from the Inlet southward, over two and a quarter miles, for the purpose of fixing a line that would be suitable for a base on which to plan the village, and which would permit the streets to be carried on in their proper directions whenever requisite to enlarge the village plot. On this as a base, in December, 1852, Mr. Osborne proceeded to lay out the proposed bathing village. This plan was completed and submitted to a full board in the middle of January, 1853.

When Mr. Osborne unrolled before the board, at this meeting, a map of the proposed new bathing place, they

*STRUGGLES AND TRIUMPHS OF THE FOUNDERS.*

**Osborne Square** saw in large letters of gold, stretching over the waves that were delineated thereon as breaking on Absecon Beach, the words, "Atlantic City." This title was at once unanimously adopted, and Atlantic City that day came into existence on paper. Thirteen and one-half months afterward, on the 3d of March, 1854, an act of incorporation made it a city in reality. Mr. Osborne always claimed that this name created in the minds of men throughout the union a certain interest in the city, and this interest it was sought to further secure by giving to each State its own avenue in the district, from Maine to Iowa, which constituted the original bounds of the



Pacific and Pennsylvania Avenues in 1900. Site of New Post Office.

city. The great oceans of the world suggested the names for the avenues running north and south.

It was then proposed, as a recognition of the services of their engineer, that a block in the city limits should be appropriated to public use and named "Osborne Square." This proposition was received gratefully by the engineer, but he stated that his services would not be forgotten, and, as his desire was to strengthen the hand of the directors to carry the heavy load that would press them, in meeting the payments for the work of construction, he was opposed to everything that would tend to lessen the return of capital. He, therefore, advised that no



*HESTON'S ANNALS.*

**First Road Bed Destroyed.** action be taken on the proposition, and felt that he was already rewarded by the expressed intention of the board.

Early in February, 1853, after the plan of the city had been adopted by the board, a committee was sent down to Absecon Island, composed of Dr. Jonathan Pitney, a director, and Robert Frazer, the faithful and efficient secretary and treasurer of the company. They were instructed to confer with the owners and obtain pos-



A Summer Morning Scene.

session of the land for the formation of the road-bed on Atlantic avenue.

Track was laid on the road between Camden and Haddonfield and also at Absecon during the month of August, 1853. Passenger trains commenced running from Camden to Haddonfield in August, 1853, and to Winslow, twenty-seven miles, regularly, in January, 1854.

In February, 1854, a high storm tide was driven across the meadows and damaged the grading of the road bed,

*STRUGGLES AND TRIUMPHS OF THE FOUNDERS.*

**Atlantic Avenue** and on the 16th of April following, after the work had been replaced, a  
**Graded.** northeast storm and spring tide made a clean sweep of the same work. This class of road beds on the meadows was then abandoned, and the track was laid on the original sod.

The grading of Atlantic avenue was started in May, 1853, with men from the neighborhood, and in July and August the sub-contractor's forces progressed rapidly, so that in September an estimate of the work done



Buildings Destroyed by Fire, April 3, 1902.

amounted to \$1,195. The grading of this portion of the road-bed was finished on November 2, 1853. The track-laying commenced May 29, 1854, and enough for the immediate wants of the road, after its opening, was finished by the last of June, 1854.

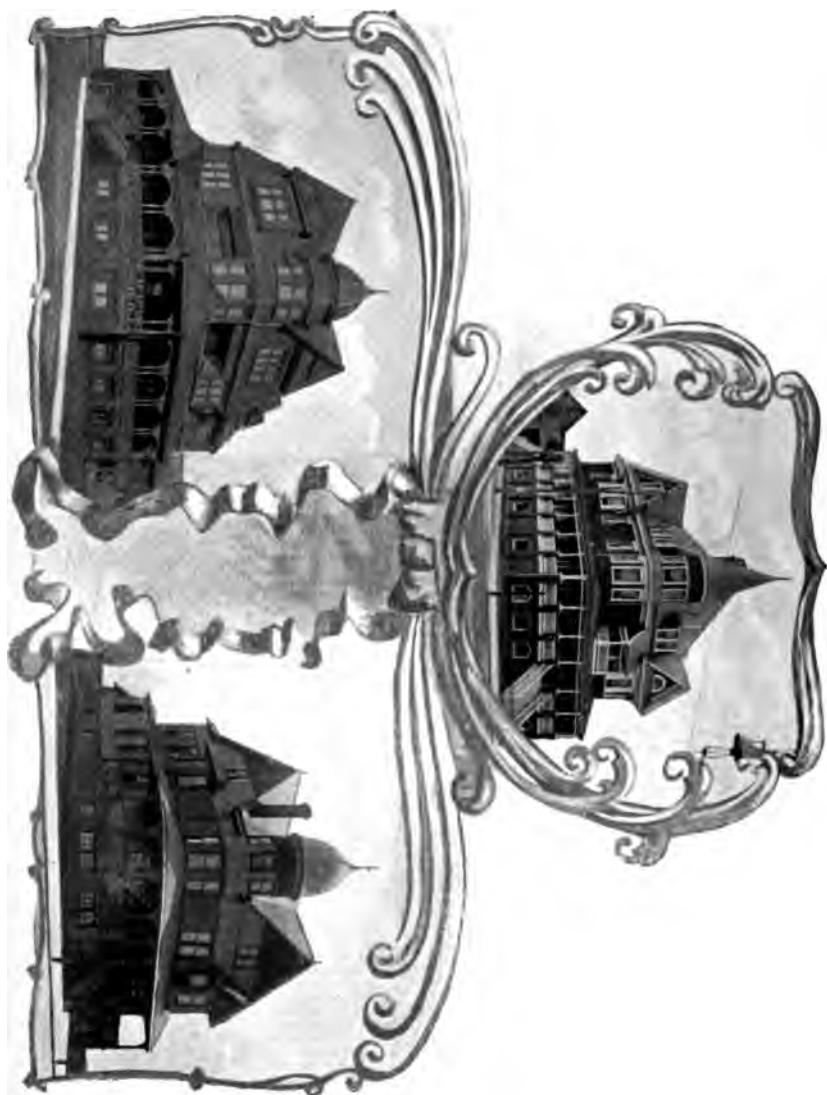
Mr. Osborne used to tell of the misery of his first visit with the engineering party. The island was rough and sterile, producing only rushes and stunted brush, though in spots the magnolia was found. It was comfortless to

*HESTON'S ANNALS.*

**Faith in the** the weary traveller. But there was  
**Future.** faith in the future; experience of what  
had been achieved elsewhere under  
similar conditions; determination to persevere, and a  
power to foresee the great revolution that would be pro-  
duced by even a moderate success.



Pacific Avenue, below Brighton, Chelsea.



**Cottage on Pennsylvania Ave.**

**Residence at Connecticut and Atlantic Avenues.**

**Residence on Atlantic Ave.**



## Old Times and New.

1800 to 1900.



ANY years before the birth of Atlantic City, in the early days of American history, the homes of the people were near the Atlantic Ocean, and for some years after the Revolution the inhabitants had penetrated only a short distance inland, so that the ocean, with its indenting bays and sounds, and the rivers emptying into it along every part of the coast, furnished attractive facilities for habitation and pleasure. The seashore was easy of access in summer time, even for that portion of the population most remote from the coast, and the delights of the ocean were available for a people seemingly amphibious by nature, by history and by practice—a people who had little idea of recreation that was not conducted near the seashore.

Although the people of the United States are now scattered far and wide, over countless square miles of country, until they occupy every portion of the territory lying between the two great oceans, three thousand miles apart, and with an expanse from north to south nearly as great, they have not lost the distinguishing traits of their early history, but still have an inherent love for Old Ocean. Watering places are now as much a necessity to denizens of the interior as to those living in States bordering on the Atlantic Ocean. Descendants of the fathers still love the ocean haunts and seashore resorts, and year after year there are pilgrimages to the ocean from every inland section, the devotees traveling thousands of miles and numbering hundreds of thousands of souls annually.

In process of time, favorable situations upon the Atlantic coast have become well known, even famous, among

**America's Great-  
est Sanatorium.** communities a thousand miles away from sound of the surf or sight of the rolling billow, and it has come to pass that the people of these inland sections know the seashore better than some who dwell within reach of the ocean breezes. Among the places thus distinguished and highly favored, none present more of intrinsic merit than Atlantic City, the great American winter and summer sanatorium. In point of mild climate influences, and situation affording summer conditions prolonged throughout a greater portion of the year, some places lying in the lower latitudes of this country may be considered superior, when those conditions alone are considered, but with regard to all other features characterizing the place, Atlantic City stands above and beyond any other resort on the Atlantic coast.

The Atlantic City beach has become celebrated as one of the finest on the coast of the United States. The surf, pouring inward from the expanse of a great ocean and washing a beach of clearest sands, which glitter in the summer sun-rays and send back in myriad flashing streams the water which never ceases thus to advance and retreat; the endless panorama of life upon the water, the strand and the boardwalk, constantly in motion and ever changing; the white-winged vessels or the rolling porpoise enlivening the outlook—all these and many other attractions are found at Atlantic City, to say nothing of the mild and healthful climate in winter, the cool, invigorating breezes in summer, and the proximity to centres which renders its location within such easy reach that its denizens may, within a few hours, find themselves in either of the great cities of Boston, New York, Philadelphia, Baltimore, Washington or Pittsburgh.

The building of the Camden and Atlantic Railroad inaugurated a change from the old-time method of reaching the seashore. Before the days of Atlantic City, sea-shore pilgrimage was a dusty and weary penance. If one started from Philadelphia, the journey to Longbranch was by the way of the old Camden and Amboy Railroad to Hightstown, and thence in the stage coach and lumbering Jersey-wagon over the sandy road to the sea. The

## OLD TIMES AND NEW.

**Old fashioned** travelers started about sunrise, and  
**Jersey Wagons.** thought themselves lucky if they reached the coast in time for supper.

Of all wheeled vehicles, the greatest atrocity was the Jersey-wagon. It seemed to have been designed by the Shakers in protest of every semblance of comfort. Its back and sides were as free from graceful curves as a ready-made coffin. It had springs, but they were cumbersome contrivances of unyielding wood, so constructed as to make riding a weariness to the flesh. The horses were urged to a jog-trot by the driver with repeated blows of a whip, which was generally so worn out as to be destitute of a lash. The more robust passengers, on arriving at their destination, were able to climb out of the wagon, but the feebler ones and invalids had to be lifted out.

Cape May was reached by steamboats, whose voyage consumed the best part of a day. There was also a stage line from Camden to Cape May. The Jersey-wagons left Camden at four o'clock in the morning and reached Cape May at about midnight. The passengers stopped for three meals, and the voracious green-head flies made one continuous meal off of the passengers.

Longbranch then consisted of a few very plain hotels, mostly two stories in height. The houses at Cape May were generally white, with red shingle roofs. Scattered along the coast were farm-houses, where boarders were taken at low rates. The proprietors were not versed in the arts of modern hotel-keeping. They fed their guests on chicken, fish and oysters. The chickens and fish were served at the regular meals, and the oysters were in a heap under the shed, where the boarders were free to go and eat as many as they chose to open. A quarter of a dollar a day would pay for a boat and bait for fishing or crabbing. This, it should be remembered, was before Atlantic City was even thought of. Four or five dollars a week paid for board at the boarding-houses. The leading hotels charged ten dollars a week, but one or two, in order to show their superiority, laid on an extra half-dollar, making the price ten and a half a week.

And yet with all the hardships and roughness of a seashore holiday, they had glorious times in those primi-



*HESTON'S ANNALS.*

**Shanties for  
fishermen.** tive days. There was a delightful simplicity. Within reasonable bounds, people did very much as they pleased. There was no rowdying nor any drunkenness, and gambling was unknown.

STAGE AND STEAMBOAT RIDES.

In 1838 the Cape May packet sloop "Independence" sailed from Philadelphia every Friday morning and left "Cape Island," as Cape May was then called, every Tuesday during the bathing season. Some of the finest steamboats on the Delaware had been engaged for a number of years previous in the Cape May summer business. Thus the "superior steamboat Charles Carroll" was advertised in 1838 to make trips to Cape Island on Monday and Thursday in each week, the fare, including meals and carriage hire, being five dollars, although a season ticket, which did not include those extras, could be had for fifteen dollars. The journey to Beesleyspoint was made by land. Passengers left on the Tuckahoe stage from Ridgway House, Philadelphia, every Tuesday, Thursday and Saturday morning, and Benjamin Orum, proprietor of the stage route, in touching upon the advantages of the point as a watering place, compared it to Longbranch.

The "season" at Cape May was then supposed to begin usually about the 5th or 6th of July and to come to a close in the last week of August. It was pretty much the same at Longbranch, Tuckerton, Egg Harbor and other places, so far as they may be said to have had a season at all.

In those early days Philadelphia women, unless they were robust and fond of roughing it, did not go to the seashore, and those who did go were chiefly persons of means and leisure. At Cape May, however, about 1840, there was a desire to make it worthy of comparison with Longbranch, and rich men, especially planters from the South, began to make their appearance at that time. But it was a desolate region for the most part, inhabited during the greater part of the year mainly by fishermen and pilots.

For some years before the birth of Atlantic City there were very few habitations on the island, excepting shanties for oystermen and fishermen, and a rude hostelry that served the purposes of the jolly fellows from Philadelphia, who came down in wagons to fish and shoot or to rough it. Nowhere else on the Jersey coast were there more tales and legends of the gruesome horrors of the sea.



A little over half a century ago, when the first "wagon train" brought the first actual visitor here, he saw only a chain of sand-hills and a few unpretentious houses. The greatest hope that anyone at that time

## OLD TIMES AND NEW.

**Building of the First Railroad.** entertained for Absecon Beach was that in due course of time it might become a favorite picnic ground, where, on heated summer days, a few hundred pleasure-seekers might gather and enjoy themselves for a single day. It also offered possibilities as a sportsman's paradise, but further than this it was not seriously considered by anyone excepting its sanguine projectors.

The first meeting of the proposed "Camden and Absecon" railroad—afterwards changed to the "Camden and Atlantic"—was held in the store of John Doughty, at Absecon, in 1851. This store was a typical country warehouse. At that meeting Dr. Pitney and General Enoch Doughty presented the first draft of the railroad charter. Dr. Pitney and Samuel Richards fought the measure through the Legislature, after the original draft had been amended by Mr. Richards.

The charter was procured on March 19, 1852, and the survey was completed by Richard B. Osborne on June 18, of the same year. The Camden and Atlantic Railroad Company was organized June 24, 1852, the first board of directors being John C. Da Costa, Stephen Colwell, Dr. Jonathan Pitney, Samuel Richards, Andrew K. Hay, Joseph Porter, Gen. Enoch Doughty, William Fleming and William Coffin.

After many discouragements and hindrances, the road was completed and the first train run through from Camden to Atlantic City on July 1, 1854, the initial train containing nine cars, drawn by the locomotive "Atsion." Notwithstanding its various stops for passengers and ovations, it made the run in two hours and a half, leaving Camden at 9.30 A. M., and reaching the United States Hotel at twelve. At Waterford, the home of Judge Porter, one of the directors, the train was greeted by a salute of artillery and wreaths of Jersey laurels, entwined with flowers spelling "Welcome to Waterford."

This pioneer excursion train carried six hundred passengers, including members of the press of Philadelphia and New York; also some of the most notable men of the State and country. The guests of the new railroad dined at the United States Hotel, then in process of erec-

**Second Railroad in Operation.** tion. After dinner a meeting was held in the spacious hotel parlors, and addresses were made by Hon. J. C. Ten Eyck, General Wyncoop, President John C. Da Costa, Judge Grier, Hon. Abraham Browning and Henry C. Carey. The two last were the orators of the day. The train returned between five and six, and reached Camden safely about 8 P. M. The road was opened for public traffic on July 4, 1854.

Unpropitious times, flooding and washing away of tracks and depression of bonds, threatened to overwhelm the enterprise at its beginning. For sixteen years it was one continuous struggle against these difficulties; then the tide turned, and prosperity's sun shone once more on the railroad project.

A second railroad to Atlantic City was built in 1877, and was known as the Philadelphia and Atlantic City Railway Company. Its construction cost \$700,000. Atlantic City's population then was 3,000. The road was completed in ninety days, and on Saturday, July 7, 1877, a trial trip was made over it by railroad officials. It was narrow gauge until 1884, when, having been leased by the Philadelphia and Reading Railroad Company, it was broadened to standard gauge, and is now operated by the Reading Company as the Atlantic City Railway. It was double-tracked in 1889.

The building of the narrow gauge railway, in 1877, brought about a controversy which became quite acrimonious. Public sentiment in Atlantic City was divided and the only newspaper in the city, the *Review*, was used as a vehicle for expressing the views of partisans of both roads. Editorially the *Review* was strongly in favor of the Camden and Atlantic, which it dubbed the "Old Reliable." In the issue of July 5, 1877, Dr. Thomas K. Reed, an advocate of the "Old Reliable," said in reply to a communication in that paper:

DR. REED'S POINTED LETTER.

"The letter from Alderman E. I. Lake bears certain ear marks which show that the putative is not the real author of that communication. The source from whence the letter comes corroborates

## OLD TIMES AND NEW.

**Justice to good  
Dr. Pitney.**

my statement that there are gentlemen in the City Council who are there as agents of the narrow gauge.

"The writer claims that 'the old road was almost entirely built by the efforts of Mr. Samuel Richards.' Justice to the memory of a departed citizen of Atlantic County demands that this assertion should not go unchallenged. Mr. Richards himself would not have made it, nor should he be held responsible for what his satraps may say of him. He is too modest to affect an honor which belongs to another; and he knows, as well as every one else conversant with the early history of the enterprise, that the meed of praise belongs to the late Dr. Jonathan Pitney. You will pardon a brief pertinent quotation from the historical sketch of Atlantic City which I wrote several years since—facts obtained by careful and searching inquiry: 'The doctor foresaw that all that was necessary to convert this beach, so richly endowed by nature, into a fashionable watering-place was for the modern magician—the railroad—to touch it with his iron wand. He therefore applied to the Legislature for a charter for a road from Camden to Absecon Beach. His energy and perseverance in braving difficulties and discouragements that assailed him, are worthy the highest praise. Some of the heroes of our late war shielded themselves behind stumps in the rear and boldly harangued their troops to 'go in and win,' but the hero of our railroad scheme led the vanguard in person. He went to Trenton and, by his courage and address, procured the necessary legislation. In his first effort he was foiled, but like the redoubtable victor of Buena Vista, he 'up and at 'em' again, and at the next session of the Legislature the necessary act of incorporation was passed.' It is very far from true that all those who participated in the founding of the Camden and Atlantic Railroad have parted with their interest in it. The most amusing feature of the letter is the censure of its present owners, as if they had taken forcible possession of others' property. They were the highest bidders and therefore the benefactors of those original projectors of the road, who, by investments in glass or other financial mistakes, were obliged to sell their stock."

The natural advantages of the island contributed enormously to its development, and the wise managers of the Pennsylvania Railroad, foreseeing a splendid future for the great resort, in 1883 secured control of the pioneer line, and subsequently consolidating it with the West Jersey, formed the present seashore system of the West Jersey and Seashore Railroad.

In April, 1896, the great bridge across the Delaware River, at a place just above Camden, was completed, enabling them to carry trains directly into Broad Street Station, and make direct connection with New York and the South, East and West. The benefit of this bridge to the Pennsylvania Railroad and to Atlantic City is evinced by the immense excursions coming in on the "Bridge Trains," as they are called, from Baltimore,

**Delaware Bridge** Washington, Pittsburgh and points farther West. This line was double-tracked in 1898, and in the summer of 1899, by the introduction of the Vogt engines, built especially for Atlantic City travel, it made the fastest regular running record in the world.

#### ATLANTIC CITY EXCURSION RATES.

The various excursion rates between Philadelphia and Atlantic City have been as follows:

##### VIA MARKET STREET WHARF.

November 1, 1874, to August 31, 1877.....	\$3 00
September 1, 1877, to September 30, 1877.....	2 00
October 1, 1877, to November 7, 1886.....	1 50
November 8, 1886, to February 28, 1890.....	1 25
March 1, 1890, to June 30, 1893.....	1 50
July 1, 1893, to date.....	1 75

##### VIA DELAWARE RIVER BRIDGE.

April 19, 1896, to date.....	2 25
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From January 1, 1885, to May 31, 1885, there was in effect a rate of \$1.00 from Atlantic City to Philadelphia and return, limited to ten days. This rate was not effective from Philadelphia to Atlantic City and return.

#### RECOLLECTIONS OF THE FIRST TRAIN CONDUCTOR.

James M. Pettit, who, at the age of eighty-five, is now (December, 1903) living in Philadelphia, was the first railroad conductor to run a passenger train to Atlantic City. The engineer was Robert Sheridan, who died in November, 1903. Mr. Pettit says:

"The train left Cooper's Point, Camden, on Saturday, July 1, 1854. It consisted of three coaches and a baggage car. As I recall the incident, a crowd of people watched us depart, and I was a proud man. The cars held forty persons each, and they were filled. The engine was a wood burner and made a great smoke, and caused the passengers great annoyance. The seats were plain boards, not even cushioned. Merriment ran high, and we got there—well, in less than four hours.

"The bridge across the Thoroughfare was unfinished at this time. Passengers were conveyed across in boats, and only one wing of the United States Hotel was completed. The journey was successful, without accident or incident, except at the points along the route where we stopped. The conductors, in those days, did not punch tickets. Persons who got aboard at Camden, of course, had tickets, but those who got on at the various stations paid their fares, and we handed over the receipts on our return to Camden. The salary was \$30 a month, but we made considerable through express charges on packages, over which the company exercised no right, and we charged what we thought was fair. Nothing, however, was carried for less than 25 cents. This swelled our pay and made up for the small salary we received from the company.

"We carried letters, parcels and in our primitive way did a small banking business. I carried thousands of dollars from different places on the various roads on which I was employed, and received

## OLD TIMES AND NEW.

### Primitive Regulations.

a dollar for every \$1,000 transaction. We also carried letters, and for each one we delivered we received 25 cents. But when the Pennsylvania secured control of the road our salaries were increased to \$60 and all perquisites were cut off. An entirely different system of selling and cancelling tickets became effective, and in the long run we fared better, because we were relieved of many responsibilities.



culty and at considerable expense.

"Most of our cars were open coaches. My, how the dust did fly! There were no signals of any kind. When I wanted to stop the train to let off passengers, I went through the train and attracted the engineer's attention by striking him with a splinter of wood and by holding up my forefinger told

him a passenger was to get off at the next station. This was the only means of communication with the engineer."

"Atlantic City in 1854-5 contained but three hotels. It was reached through sand hills and forests of pine and scrub oaks. The single-track railroad was constructed on planks lined on one edge with sheets of iron resting on cross beams bedded in the rough sand. At times the rain caused heavy washouts, which were repaired with much diffi-



Fishing Deck and Boardwalk.

When the first single track railroad to the seashore was laid, in 1854, the experiment was considered a doubtful one, the resort on Absecon Beach being at that time a "city" in name only. No one dreamed of the rise of seashore cities and the development of the entire New

## HESTON'S ANNALS.

**Changes in Last Jersey coast into a connected chain of resorts. Since the close of the Civil War the growth of seashore travel has**  
**Fifty Years.**

been so rapid that one needs to recall the successive steps to get a comprehensive idea of the change that has been wrought.

At first the residents of Philadelphia, Baltimore and Washington were the principal patrons of the resorts in South Jersey, but in recent years crowded trains have been run from as far north as Minneapolis and Duluth, as far west as Denver and as far south as New Orleans, direct to Atlantic City, often without change of cars, showing that the desire for recreation at the seashore has possessed the American people generally, and that this form of health and pleasure is no longer confined to the wealthy residents of a few of the older cities.

### PREDICTIONS BY FITZGERALD.

Two brief letters written by Colonel Thomas Fitzgerald to Philadelphia newspapers, in July, 1855, throw some light upon what was going on in Atlantic City in those early days of her history. Col. Fitzgerald, who afterwards founded the Philadelphia Item, was one of the early admirers of Atlantic City and his two letters show how well he predicted the growth and popularity of the resort.

(Correspondence of the Sun.)

ATLANTIC CITY, N. J., July 7, 1855.

This is destined to be a great place, perhaps the leading, certainly the most popular, watering place in the world. Within one year accommodations have been made for 2,500 persons, and the appearance of the place has been vastly improved. Another year's enterprise will make still greater changes. Property has risen in value, so that little lots, 20x25, are now selling for three times as much as acres used to bring.

The United States is the principal hotel, and it is one of the largest and best in the country. It is ably managed by William T. Garrett, the proprietor. The first hop of the season was given on the 6th. It was graced with a large and select assemblage.

On the Fourth we were favored with an oration by T. M. Coleman, Esq., of the Ledger office. It was a sensible and judicious effort. Your friend, the Rev. J. P. Durbin, made an eloquent and impressive prayer. Daniel Deal, Esq., was president of the day.

The cars will bring you here in less than two hours, at a charge of only one dollar. The beach affords a drive of twelve miles in extent. The bathing is unsurpassed. The prices for board vary from \$6 to \$14.

(Correspondence of the Pennsylvania Inquirer.)

ATLANTIC CITY, N. J., July 7, 1855.

One year ago there was scarcely a finished house on this island. Now there are at least thirty—among them four or five of the larg-

## OLD TIMES AND NEW.

### Observations in 1855.

est and finest hotels in America. Twenty-five hundred persons may obtain board and good accommodations. The principal hotels are the United States, William T. Garrett; Congress Hotel, Thomas C. Garrett; Surf House, A. M. Hopkins; Mansion House, Ashland House, Eudora House, and six or eight other large and small hotels and boarding houses. The United States is one of the best, and it is unsurpassed by any of the large city hotels. The table and attendance are first rate.

There are about one thousand builders upon the island. The Fourth was celebrated in fine style. T. M. Coleman made an excellent oration. Rev. J. P. Durbin prefaced the exercises of the day with some beautiful and appropriate remarks, and a feeling and im-



Group of Old Time Bathers.

pressive prayer. On the 6th, the first hop of the season took place at the United States.

The cars will bring you here in two hours for one dollar. Come down.

As a record somewhat in line with the preceding reminiscences we reproduce from the Philadelphia *Public Ledger* of September 16, 1858, a letter signed "W." from the Atlantic City of that period:



## HESTON'S ANNALS.

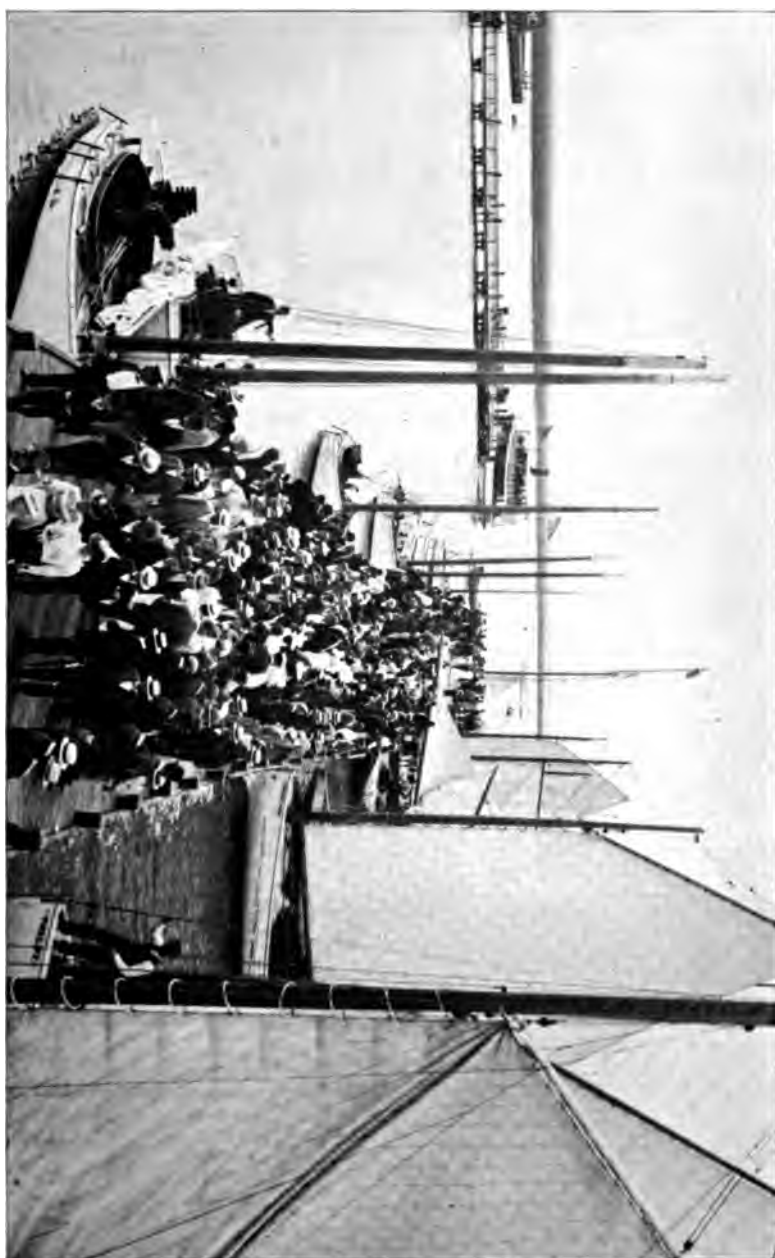
**Delightful Groves in Early Days.** As the season at this delightful and fast growing watering place is drawing to a close, I thought a few facts in reference to the place, and its success the past summer, would not be amiss. In the spring of 1854, when improvements were first and partially commenced, the original map of the island showed only six shanties. The city has now 130 buildings, besides three churches, lighthouse, market house and several large railroad structures. From the first conception of making a watering place at this once almost barren island, enterprise has been steadily on the advance, even through the recent difficulties, and is now becoming still livelier. In the land department I know of over \$20,00 being now invested for immediate improvements. Two first-class hotels, and several smaller ones, and a number of cottages, of the first design, are in immediate preparation of erection. I have duly recorded each year's progress, and am sufficiently warranted in saying that 10,000 persons can be properly accommodated here in 1860. The following statement will give a fair idea of the number of visitors at the various hotels each day:

United States . . . . .	400	Light House Cottage . . . . .	75	Seaside Cottage . . . . .	40
Surf . . . . .	350	Philadelphia . . . . .	75	Railroad House . . . . .	40
Mansion . . . . .	250	Cottage Retreat . . . . .	60	Spray . . . . .	30
Congress Hall . . . . .	250	Tammany . . . . .	60	Central . . . . .	30
Bedloe . . . . .	150	Washington . . . . .	60	Exchange . . . . .	25
Neptune . . . . .	150	Franklin . . . . .	60	Girard Saloon . . . . .	25
Columbia . . . . .	100	Ashland . . . . .	60	City Hall . . . . .	20
Atlantic . . . . .	75	Eagle . . . . .	40	Odd Fellows' . . . . .	20
Ocean . . . . .	75	Star . . . . .	40		
National . . . . .	75	Woodland . . . . .	40		
About twelve smaller taverns average 15 each . . . . .					2,670
The several private boarding houses . . . . .					180
					500
					<hr/> 3,350

I am satisfied 4,000 persons have been at times residing here, and counting the 1,000 or so who paid almost daily visits by excursions, Atlantic City may be said to have had 5,000 visitors. All who visit here are loud in their praise of how nature has favored the island; a sea breeze from every point of the compass, any extent of the finest beach, a splendid surf, extensive bays for sailing, and fertile at all seasons in its resources for the sportsman. Improvements will soon make this the handsomest and most attractive of watering places, as the delightful groves are to be reserved, so far as the laying out of the ground will permit. Evidences of the ultimate success of Atlantic City over all others on the seashore crowd in from every quarter. The past three years have done much to change an almost wilderness along forty miles of railroad, into the pleasant prospect of elegant country seats, large towns, and extensive, cultivated fields.

This letter was reproduced twenty years later in the *Atlantic City Review*, with comments by A. L. English, the editor of that paper, as follows:

"A retrospective view shows that in twenty years Atlantic City has increased in the feature of accommodation nearly ten fold. In the number of boarding houses we had then 28; we have now 200. There were then 130 buildings; we have to-day at least 1,000, probably more. In 1858 there were three churches; in 1878 there are 9, with another in course of erection. There were three market houses



A Summer Afternoon at the Inlet Wharf.



## OLD TIMES AND NEW.

**Comments by** then, now there are nine. There were then  
**A. L. English.** 11 avenues graded, now there are 25. The Central House was then regarded as away down town; now it is the very centre of the city. The old National was the excursion house of that day, and it was the finest building for excursions on the coast. The erection of the splendid Seaview long since sent it back into insignificance. There were no school houses, street cars, city hall nor newspaper offices here at that time. The old depot was regarded as a fine structure then, but it, too, had to succumb to the onward march of progress, and it has been moved away and converted into a barn. Atlantic City was poor, struggling, and had little patronage 20 years ago, but to-day it is the largest, finest, and most frequented resort on the New Jersey coast."

Annalist John F. Watson, of Philadelphia, writing of Egg Harbor (Atlantic City) in 1856, said:

### REFLECTIONS OF ANNALIST WATSON.

I ascertained at Absecum Beach, called Atlantic City now, from the oldest inhabitants, why we have the name of Egg Harbour for the seacoast of New Jersey. It meant the Egg-shelter—a place of pre-eminent security for birds and their eggs. Many kinds of large birds, as seen there, only thirty years ago built their nests in the tops of the numerous trees, once growing along the front beaches of the New Jersey coast—so that an individual standing on the top of the front line of sand mounts cast up by the winds, could look into the nests and see many large eggs, good for eating. These and the grape vines hanging to every tree, made the region of the seacoast both the place of eggs and, as the Northmen called it, the vinland. The former big birds and their eggs are now greatly gone. The mud hens were once very numerous throughout the whole area of marsh grass in the sound, being seven miles over in width. There the hens raised piles of mud, two feet high, in the tops of which they laid their eggs. But now the hens and nests are rarely found. What a time must it once have been for the poor Indian, to have been gatherers of such cheap and ready food! And how ready there, for their use, oysters, clams, crabs, fish! Alas, poor Indian, now westward driven! Such their destiny—such our inheritance! One cannot reflect upon the vast changes affecting without emotions of wonder! What cannot enlightened man effect! By and bye we shall see railroads traversing our continent from the Atlantic to the Pacific. How much wiser to preserve peace relations, for benefitting mankind, than to exhaust all of our means in senseless wars! An hundred millions wasted in war would build railroads across our continent! Let us sedulously cultivate and preserve peace! Such was my spontaneous reflection while standing on the sand hills of Great Egg Harbour—the new born Atlantic City.

Dr. Thomas K. Reed, of Atlantic City, pleasantly reviewed the growth of the city in an address at the annual meeting of the Atlantic City National Bank on January 14, 1902.

**Reminiscences  
of Dr. Reed.**

Dr. Reed said: It is a self-evident proposition that the longer men live the older they grow, and I am going right along with the gang. It is easy enough for an old fellow to bamboozle himself into feeling he is still young, especially if he be a widower in search of another wife; but the hour of dissolution is sure to come; his shoulders droop forward, his elastic step is gone, he sees the crow tracks around his eyes, and the silver threads in his hair. The grasshopper is then a burthen.

How it staggers him to discover that the fathers and mothers of to-day were the puling infants—dandled, caressed and spanked—of



what seems to him a brief period ago. Time flies and advancing years make us all retrospective. We drop the handles of the plow and look backward. We review our past, and there passes before us its failures and successes, its sorrows and pleasures, its virtues and follies, its accidents, adventures and experiences, the varied pathos and bathos of life. But the most impressive feature of this kaleidoscopic picture is the changes that have taken place in ourselves and in the outer world.

A sad change is the disappearance of former friends and companions, and influential members of the community who have made their exit from the stage of life. Think how Atlantic City has changed in character and appearance since some of us cast anchor here. The only thing that has not changed is the gravel-train which dumps its heaps of gravel along Atlantic avenue as it did in former times.

## OLD TIMES AND NEW.

### **Charles Evans and Colleagues.**

The new replaces the old, and change and progress are so rapid that an absence of even three or four months causes one to feel like a stranger in a strange town. Nearly all the popular hotels of our early history, Congress Hall, the Surf House, United States, Schauler's, and others have vanished like frost before the vernal sun.

The original City Hall has disappeared and on its site is a structure which, though it looks bilious, as if afflicted with a hod-nail liver, is nevertheless spacious and imposing.

Here where the Mansion House stood has been erected a bank



building of fair proportions, a symphony in brick and stone of architectural strength, dignity and repose, an enduring, chaste and symmetrical monument to the good citizen, the genial friend and capable financier, the tall cedar of Absecon Beach, Mr. Charles Evans, and his confreres. Banks are more than a mere public convenience; they are an essential adjunct to the conduct of business affairs, and the promotion of building, commercial and industrial enterprises. Every individual, even the most affluent, may find himself in need of ready money. He may own property and hold vast interests, but he is sometimes short of cash.

It is not necessary to be a tramp to be financially embarrassed at times, and when we are out of funds a bank is a ministering angel; you present your note, with satisfactory collateral or endorsement, and the ducats are soon in hand.

HESTON'S ANNALS.

**Youthful Energy and Courage.** Continuing his reflections, Dr. Reed grew facetious and addressed his fellow bank directors in rhyme. He said, going back to biblical times :

You have heard that Noah built an ark ;  
He drove the animals two by two,  
The elephant and the kangaroo ;  
Full forty days he sailed around,  
And then he ran the scow aground ;  
He landed on Mount Ararat,  
Just forty miles from Barnegat.

That must have been our beach—it was the first excursion to Atlantic City. Contrast the difference between then and now. We pioneers are amazed, if not appalled, at the rapid whirl of



A Home in the Chelsea District.

events. We see sky-scrapers, property values and taxes climbing heavenward; the sound of the trowel, the hammer, the plane and the saw drown the roar of the ocean—truly this younger generation has caught the spirit of the new century; they are in the glow of the dawn and aflame with hope, energy and courage; they will hump themselves and be at the fore in all sublime achievements of the future, from winning an international regatta to scientific discoveries, wonderful inventions, material progress and the giving of civilization and free government to the islands in distant seas.

Personally I have no dream of wealth or grandeur, no El Dorado. My only ambition is to discover a fountain of youth, so that I can give to each of you a bottle of the priceless elixir, that you may be present at the centennial celebration of this occasion, on January 14, 2002.



BLK'N' HALL.

Atlantic Avenue, Westward from Maryland Avenue.





## Looking Backward and Forward.

1854 to 1954.

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THIRTY years ago, or about the year 1874, the schedule time of trains between Philadelphia and Atlantic City was over two hours; the car accommodations were crude and the smoke and dust very discomfoting. The changes in thirty years have been marvelous. For solidity, smoothness and freedom from dust the railroads to Atlantic City are unsurpassed. Not only are the tracks laid with the heaviest of steel rails, but they are double-tracked from the Delaware to the sea. On all express trains there are drawing-room cars of sumptuous style, and the "through" trains have buffet parlor cars, whereby passengers can breakfast, lunch or dine en route from the East, West or South.

Electricity as a motive power is fast developing a speed greater than that of steam, and in a decade or two, perhaps, the traveller will be able to take his breakfast in Chicago and dine that evening in Atlantic City. From horse power, at the rate of one or two miles an hour to electricity at the rate of sixty miles an hour, in cities, in one generation, is such an advance that the possibilities of the future can hardly be conjectured. In twenty-five years from now it may be possible for a man to start from San Francisco and reach Atlantic City in sixty hours or less. In that event, we may expect that the distance between Philadelphia and Atlantic City will be covered easily in thirty minutes.

It has been predicted that the present roadway between Camden and Atlantic City will no doubt be supplemented by a broad highway—a modern Appian Way

## HESTON'S ANNALS.

**Liquid Air** —on which men and women will ride  
**Automobiles.** their liquid air automobiles with great speed, leaving Philadelphia in the morning and reaching Atlantic City long before evening.

### A GLIMPSE INTO THE FUTURE.

Let us imagine that it is the year 1950, and we are going from Atlantic City to San Francisco. The engine which is to convey us across the continent is a wonderful machine, and wholly unlike the old-fashioned steam locomotive which went out of use early in the twentieth century. It resembles a huge conical projectile—a magnified cannon-shell of the nineteenth century. In fact, to all intents and purposes, it is a projectile, formed to pierce the air with as little friction as possible. Being run by electricity, it has no boiler and no smoke-stack, such as encumbered the "old style" locomotive, and of course no tender is required for carrying coal. The engineer and his assistant—there are no firemen now—occupy comfortable quarters inside the body of the engine. The machinery under their care is so simple as to require very little attention, although two engineers or motormen to every engine are required by statute. The New Jersey Legislature was the first to make this provision, as an extra precaution against accident. The first "bill" of this kind was introduced at Trenton in 1903, but it was opposed by the railroad companies. As a consequence, the bill did not pass; but some years afterwards the people elected a Legislature with a majority not owned by the railroads, when the present act was passed and a similar law has since been enacted in other states.

The engine is really an immense electric motor, which receives its current from a conductor that runs alongside the rails. By this means the supply of power is continuous and unfailing. You are now an old man and can remember things as they were half a century ago. You notice that the coaches are higher than they were in 1900, that they are built entirely of steel, are rounded on the top and vestibuled, so as to avoid air-resistance as much as possible. The heavy motive apparatus is placed low down in the engine, rendering it less likely to topple over in going around curves. As a matter of course, the current which propels the train also lights and heats the cars and works the brakes. This heating and lighting feature was introduced in Atlantic City on the trolley cars as long ago as 1895, in advance of any other city in the country.

On our journey westward we notice the interior of the first-class passenger coaches has not been materially changed since 1900, when it had attained the maximum of perfection and comfort. The landscape seemingly flies by the window, so great is the speed of the car. We must be going at least ninety miles an hour. Half a century ago sixty miles an hour on long runs was considered extraordinary. All the way from Atlantic City to Chicago we noticed that the tracks were protected from trespassers by high fences on both sides of the roadway. This, of course, is the case with all first-class railroads now. As we went *through* the Allegheny mountains—not around and over, as they did in 1900—we stopped for half an hour to inspect the beautiful underground electric gardens, several hundred feet beneath the mountain top. The trees in this garden are grand reproductions of an orchard in May and a rose

## LOOKING BACKWARD AND FORWARD.

### **The Fifty Five Flyer.**

garden in June. Another feature is a delightful reproduction of a Florida orange grove, with the oranges just ripening on the trees. The various northern fruits, as apples, peaches and cherries, as well as flowers, are reproduced with electric bulbs among the branches, colored to match the fruit or flowers. The effect is entrancing, and we would linger longer in this underground paradise, did the train schedule permit.

One reason why such high speeds are practicable in this year of grace, 1950, is that there is no danger of running into anything or over anybody. The fences make the line a strictly private way, excluding trespassers, and all roads or streets that cross it are either elevated above or depressed beneath. One can hardly realize it, but at the beginning of the twentieth century railroads were commonly crossed at grade, causing the loss of hundreds of lives annually.

Another improvement of great importance is the arrangement for telegraphing into the moving train, no matter how great the speed. One notable advantage of this is that it keeps the engineer in direct communication with the train-dispatcher all the time, so that he is always under orders from headquarters.

We are scheduled to reach San Francisco in fifty-five hours from Atlantic City, which means an average speed of fifty-five miles an hour, including stops. This accounts for the name and popularity of the "F. F. F."—the fifty-five flyer. We left Atlantic City at exactly ten o'clock on the morning of Wednesday, September 6, 1950, and we will arrive at San Francisco at five in the afternoon on Friday, September 8th. After a few days sight-seeing in California, we will take one of the hydrogen liners—immense vessels propelled by water, gas and turbine engines—for Honolulu or Yokohama, returning in time to take a train eastward and be back in Atlantic City at the opening of the great Mid-Autumn Carnival on Monday, October 16, 1950. This festival is held annually, like the floral parade in June—the latter beginning away back in 1901, and still held on Atlantic City's famous double-decked, 100-foot-wide promenade. Beside these two holiday seasons at the famous resort, there is an "Easter Festival," so-called, though in reality it is a post-lenten celebration, coming immediately after Easter, and bringing joy to the poor and rich alike, as at the Christmas season.

As far back as the end of the nineteenth century a method had been devised, and applied to some extent successfully, for running steam vessels by burning hydrogen. This hydrogen was obtained from water by throwing together a spray of oil and a spray of steam, the result being that the water was decomposed and the hydrogen liberated. The same principle is used on board the vessel which we are to take at San Francisco, in the manufacture of the water gas, which, by its combustion, causes the screws to revolve; but we understand nowadays how to get the hydrogen much more cheaply and economically than in 1900. It is a wonderful thing to consider that, utilizing sea water for this purpose, as we do, we actually take up out of the ocean the very energy by which we are propelled over it.

It may be asked, what are the conditions which are to rule Atlantic City half a century hence? No one can foretell, but we may safely assume that by the year 1950 Atlantic City will have spread out, covering the entire

**Marine Park  
in the Future.**

island, and will contain a permanent population of not less than 150,000. For lack of room on the island, this number cannot be greatly increased, unless the meadows be raised above the tides and the land converted into building sites, which now seems more than probable. In that case, the increase of population will continue, but in a somewhat smaller ratio.

Long before that time, of course, horses will have practically disappeared from our streets, since electricity will do all the work of lighting, heating and transportation. Automobile carriages and trucks will entirely supplant the vehicles of to-day, and the highway department will thereby be relieved of a considerable portion of its work, both of cleaning and repairing.

In all probability, the sewage of the city will not be disposed of as at present, and the consumption of water will be much less per capita. With the sewage, the water and the street cleaning problems greatly simplified, with all domestic animals banished from the city, with wood and coal no longer used as fuel, and smoke and ashes no longer to be reckoned with, it ought to be an easy matter to keep the city clean and comparatively free from disease germs.

The youth who reads these lines, should he reach middle life, will see changes and improvements in Atlantic City of which we now have no conception. Some day a grand museum will be erected in Atlantic City, and maintained upon a liberal scale by the municipality for the instruction and entertainment of the public.

Some day the people of Atlantic City who are interested in aquatic sports will buy a section of meadow land near the Inlet and convert it into a water park for yachtsmen. No such park is now in existence anywhere else on the continent, and it would not only be a novelty, but would make Atlantic City doubly attractive to all owners of pleasure craft in this country. With such a public water park in existence hundreds of people would quickly adopt aquatic sports for a pastime. The meadow land between Clam Creek and the Thoroughfare should be filled in with mud dredged from the bottom of Clam

*LOOKING BACKWARD AND FORWARD.*

**Auditorium and** Creek, which should be made say 150  
**Crystal Palace.** feet wide and 12 feet deep. Besides  
this, there should be a land-locked  
lake, large enough to hold all of the sailing craft owned  
in Atlantic City and connected with Clam Creek by a  
canal, thus affording ingress from the Inlet. The park  
could be made a source of revenue by charging a small  
anchorage fee in the lake and leasing the water front sites  
for club houses. All buildings should be ornamental in  
design. The park should be under rigid police regula-  
tions and no liquor should be allowed sold on the prem-  
ises. Another feature of the park should be an aquarium,  
built somewhat on the plan of that in Battery Park, New  
York, and stocked with fresh and salt water fish caught  
in and near Atlantic City, and fish from tropical seas.

We may also expect to see in the future a magnificent  
auditorium, with an efficient orchestra, playing for the  
benefit of the public. Some day, also, a "crystal palace"  
will arise in Atlantic City, and it will be the talk of the  
country. The Boardwalk will be double-decked and  
broad enough to accommodate lines of light automobiles  
or chairs, as well as millions of pedestrians.

Indeed, Atlantic City will some day give to the world  
something besides her Boardwalk to talk about—some-  
thing to attract, something to instruct. The visitors will  
go home and tell of her wonderful music hall, her  
aquarium, her crystal palace, her electric water falls, her  
drives and the varied sights on her magnificent double-  
decked promenade.

The hospital, started in a small way in 1898, will have  
become imposing in size and immense in the volume of its  
work. It will be famous for its summer school of medi-  
cine, to which will come under-graduates, seniors and  
post-graduates from the medical colleges of the coun-  
try, seeking knowledge and experience in their chosen  
profession.

The public library, started in 1902, with a "new"  
building finished in 1904, will have become one of the  
best-equipped institutions of its kind in the State, with  
an interesting museum of curiosities, relics and what-  
nots on the top floor.

## HESTON'S ANNALS.

### Benefactor of Atlantic City.

In the early part of June, 1873, soon after the purchase of considerable land interests in Atlantic City by Henry Disston, the great saw manufacturer of Philadelphia, who died in 1878, he made certain predictions relative to the future of Atlantic City, which at that time were regarded as visionary. Groundless as his observations may have appeared then, in view of what has since transpired the vision seems to have been almost prophetic. He wrote a letter—not for publication—during the agitation about the construction of the first city hall.



HENRY DISSTON (Deceased)

There were those who disapproved of the project, and with a view to ascertaining public sentiment in the premises, a meeting of tax-payers was called in Bartlett Hall, and the question put to a vote. At that time, Bartlett Hall stood on Atlantic avenue, covering a portion of the present site of the Bartlett Building, but in 1902 it was moved to Arctic avenue below North Carolina. The result of the meeting was a positive ballot for the building of the city hall. About this time Mr. Disston wrote a letter expressing himself very energetically for the hall, coupling his judgment with a provision that it ought not to cost, when complete, over \$20,000. In this communication he

dwelt at length upon local affairs, a publication of which will be of more than common interest. Disposing of the hall matter, the letter branches out in substance as follows:

"Atlantic City essentially will become the greatest American watering place, if the city authorities mind the affairs of the public as they ought to. So long as Atlantic City is the nearest seashore point to Philadelphia, just so long must its advantages and patronage increase. If you increase your attractions and facilities of accommodations as fast as you become populous and popular, your growth will be sure and surprising. The danger that you must avoid is the inaction which is apt to follow age. The city must not halt in her march of improvement. If you do the newspapers and the people will quit noticing you. Some rival resort more enterprising will attract attention, if you don't constantly add to your facilities. The government of a city ought to be managed with the same care and principle as governs a shrewd business man, i. e., push and a determination to keep up with the times. Don't get too independent down there. You are chiefly dependent on Philadelphians, and they know it. If you get too inconsiderate for their welfare they will find a place where there is less selfishness. Im-

## LOOKING BACKWARD AND FORWARD.

**Henry Disston's Good Advice.** prove your beach front, burn down your mean bathhouses and put up finer ones. Extend your drives, sprinkle your streets, and keep a sharp eye on sanitary matters and Atlantic City will beat her rivals beyond a doubt. You will have another railroad sometime, and if your member of Congress has the right timber in him he can get an appropriation for the improvement of Absecon Inlet, and then good shipping will follow. If you put the right men in office, who can consider the city's pocket as much as their own, you will accomplish more than a good many corporations do. You ought in a few years to have a winter population of ten thousand, and fast trains all the year, that could be patronized by Philadelphia business men. They go to Brighton in England. You can make Atlantic City a famous winter resort, if you are a mind to work for it. Pitch in with a will. All hands pull together and in a few years your fame will surprise the people who have never heard of you as yet."

### CONDITIONS IN 1879.

At a celebration of the twenty-fifth anniversary of the completion of the Camden and Atlantic Railroad, held in Atlantic City in June, 1879, Mr. R. B. Osborne, engineer of the road at the time of its construction, delivered an address, in the course of which he said:

"Atlantic City has made herself more widely known than many towns and cities twice her age. She stands to-day a grand example of the power of a first-class railroad to achieve wonders that wise men once deemed chimerical—her churches numbering one dozen; her schools where over one thousand children are instructed; her five or six beneficial societies; her daily mails and a daily newspaper; her five trains a day from Philadelphia; her passenger horse cars, which, of course, every important city must have; her lighthouse, built twenty-two years ago; her signal-service station, city hall, jail and fire department; her 50 hotels, many of which are first-class; her numerous beautiful villas that appreciative gentlemen, bankers, merchants, physicians and professional men own and occupy; her hundreds of cottages; her boarding houses; her 34,000 inhabitants during the busy season; her four thousand permanent residents, and the fact that about five and a half millions of people have enjoyed her invigorating and health-giving climate, and her numerous inviting recreations on land and sea since she was opened for the public good—all these form a picture full of interest, and rich in all the bright tints of a glorious reality.

"There are other projects, however, which have remained untried, reserved for the consideration and enterprise of the present generation. There is a great future before Atlantic City by the improvement of the harbor, toward which one step was early taken in the suggestion of the purchase of the railroad on Willow street, Philadelphia, looking to the supply of New Jersey with cheap anthracite coal, by giving the Reading Railroad a connection with this line and transporting the loaded cars on suitable scows to its terminus, to supply this part of Jersey with the anthracite and open a new outlet to other markets along our seacoast.

"Another of the projects submitted, in 1853 and since, to different presidents of the Camden and Atlantic Railroad, was to make Atlantic City the source of supply of a superior fish to the markets



**Turbot, the  
King of Fishes.**

of Philadelphia. The Fish Commissioner at Washington has in view a plan to supply with certain fish the waters of our Atlantic coast, in the same manner that he is now doing to the rivers of our country, and thus introduce from English waters the king of fishes, the turbot. But the stirring and wise people of Atlantic City can get turbot within ten or fifteen miles of their own homes. I assert this on good authority, and desire that Atlantic City shall be again the pioneer in what has yet never been fairly tried, by aiding the efforts of the railroad directors in forming a company to supply turbot from the waters that break on her beach. These fish can be caught only by a peculiar apparatus termed a trawl net, worked by a good sailing craft of thirty or forty tons, with a crew of five men. A knowledge of the bottom—where turbot are to be found—a willingness to learn, and a fair share of faith, with perseverance, is all that is necessary to insure success. This fish is superior to salmon, or our prime shad, and commands the highest price in every market in England. There is a fortune in it, and, if you are wise, Philadelphia will give you full credit for the blessing bestowed, and pay you handsomely for so great a boon."

\* \* \*

When Rip Van Winkle awoke from his long sleep about the year 1800, he saw on the tavern sign the head of George Washington instead of George the Third. A few mills for grinding and sawing constituted the country's manufacturing at that time. The clothes were homespun. The boots were the rude product of local cobblers. Pork was very largely an article of food and whiskey was the popular beverage. During his twenty years' sleep, in fact, during the preceding fifty years, there had been little progress. In all the United States there were only five steam engines of any kind, and the largest fortune was estimated at \$250,000.

A hundred years ago the people of this country did not know the use of coal gas or coal oil. Anthracite coal had been discovered, but was practically unknown, and there were no stoves, excepting the Franklin stove, no matches, no railroads, no street cars, no steamboats. There was not even a decent wheel to a rich man's carriage. There were only three good roads on the entire continent.

The beginning and close of the nineteenth century offered the most wonderful contrasts in history. In wealth, it leaped from millions to billions; in transportation, from ox-carts and stages to steam railroads and electric trolleys; in education, from a few indifferent



View of Boardwalk from the Strand.



## LOOKING BACKWARD AND FORWARD.

**Two Centuries Compared.** schools and three so-called colleges to more schools and colleges than all the rest of the world; in religion, from a few creeds and a few bigotries to the most diversified collection of denominations history has ever known, with liberty by all toward all. In a material way no better illustration of the enormous increase could be given than the simple fact that a thousand workers to-day, with the improvements in skill and machinery and power, can do more than fifty thousand could do in the early part of the last century.

With these facts as matters of history, with the knowledge of the wonderful progress and achievements during the hundred years which made up the nineteenth century, what more wonderful progress, what incomprehensible achievements will mark the close of the twentieth century? What will be the relative greatness of Atlantic City in the year 2000? What will be her population, her wealth, her history, her position? As a resort, of course, she will be pre-eminent—far in the lead of any other city in the world to which people resort for health, rest or pleasure.

## BOARDWALK AND BEACH—PLAYGROUND OF THE COUNTRY.

The time will come, the time *must* come, when the entire ocean front of Atlantic City—the Strand down to low water, as well as the Boardwalk—will be the property of the municipality, by easement deed, if not in fee simple. The Boardwalk and Strand, if owned outright, would be by far the most valuable asset of the city. Once the property of the municipality, no tax payer, no citizen, would be willing to vote away the city's right, title and interest therein. There are a few things, even in the most mercenary of modern cities, that are not for sale. If Central Park, New York, were cut up into building lots it would probably bring not less than a billion dollars. With Prospect Park, in Brooklyn, it could be made to produce a revenue that would pay the entire expenses of the city government and leave all other property free from taxation. There was a time when New York was in danger of having no Central Park. The official map of the city covered all that region with streets and avenues. Now, no price that all the billionaires of all the trusts could offer would be regarded by New Yorkers as an inducement to give up Central Park.

The price that could be obtained for Fairmount Park would support the city government of Philadelphia, but no Philadelphian would care to be relieved of taxation at such a cost. In every important city of America the public parks represent the voluntary

*HESTON'S ANNALS.*

**City Parks a  
Valuable Asset.**

sacrifice of an income greater than the present municipal budget. But no public park anywhere is for sale.

Atlantic City's only park is its ocean front. Though not a park in the ordinary sense of the word, having neither trees nor shrubs, grass nor flowers, it is, like other parks, a place of recreation—the playground of the country.

As an investment for the city, it would be worth millions and millions of dollars. Once owned or controlled by the municipality, it would be difficult to find even one moss-back citizen willing to part with the investment.



An East End Cottage.

## Longport and Ventnor.

1882 to 1904.



THE site of Longport, at the western end of Absecon Island, was purchased from James Long, of Philadelphia, in 1882, by Matthew S. McCullough. The purchase included all the land between Twenty-third avenue and Great Egg Harbor Inlet, about 250 acres. The place was appropriately named Long-port. The first building was erected at Sixteenth and Beach avenues, and was used for a restaurant. It has since been moved to Seventeenth and Atlantic avenues. Mr. McCullough entered at once upon the task of levelling the sand hills and the building of streets. The sand dunes were of such great height that from the present location of the Aberdeen Hotel the thoroughfare could not be seen.

Mr. McCullough said afterwards: "After careful study of the situation, noting the long, hard and smooth beach along the ocean, the long port or harbor on the bay or thoroughfare, the close proximity of Atlantic City, the freedom from meadow land, the sand beach along the thoroughfare as well as along the ocean, the grand outlook over the sea, as well as over the quiet waters of the thoroughfare and bay, and the beautiful landscape beyond, it seemed to be an ideal place to found a family resort, and to make it attractive as such has since been my constant aim."

Mr. Long took a personal interest in the project of his friend, and in 1886 he erected a beautiful cottage, overlooking the ocean, which he occupied as a summer home for several years. Meantime, Mr. McCullough was active in developing the waste of sand dunes.

Building lots were offered for sale late in 1882, and in April, 1883, a special excursion train brought to Atlan-

**Improved Railroad Service.** Atlantic City a pleasant party of Philadelphians, who were taken to Longport along the beach in carriages. Many of them became identified with the resort as real estate owners. It is a matter of much satisfaction, especially to Mr. McCullough, that all of his rosy promises at the beginning have been more than realized in the development of the resort.

The first cottage builders were Mr. Amos Dotterer and Mrs. S. L. Oberholtzer, the first locating at Seventeenth and Beach avenues and the second at Nineteenth and Beach avenues. Cottages were built by Prof. J. P. Remington and his sister, Miss Caroline Remington, in the spring of 1884. In the same year a Philadelphia caterer had charge of the restaurant, and this was made so attractive that the building, which is now the west wing of the Hotel Aberdeen, could not accommodate all who wished to come.

The first train of cars entered Longport on the morning of August 31, 1884. Prior to that time passengers were conveyed by carriage to and from South Atlantic City. In a few years, however, travel increased so rapidly that the railroad company put into service between Atlantic City and Longport small cars with steam motors, making frequent trips between the two places, and in 1893 the company introduced the present electric system.

Longport and Ocean City have been connected with the mainland at Somerspoint for many years by a ferry. The service, which was desultory, and at times rather nerve-trying, is now about as safe, speedy and comfortable as money and enterprise can make it. The Pennsylvania Railroad Company, which controls the trolley line between Longport and Atlantic City, maintains a service of fast steam yachts upon this route which are models of their kind. They are supplied with large seating capacity, being open on all sides in fair weather, while in wet or cold weather the sides are curtained.

In 1895 the Longport Water and Light Company was formed. Water is obtained in abundance from an artesian well. The flow is so abundant that for nine months in the year the surplus is utilized as power for pumping.

## LONGPORT AND VENTNOR.

**Unique Water Advantages.** Much attention has been given to the important question of sanitation, and at the present time it is not too much to say that the drainage is nearly perfect.

The borough of Longport was created by act of Legislature on March 7, 1898, and the following officers were elected on April 5, 1898: Mayor, M. Simpson McCullough; Councilmen, Arvine H. Phillips, Joseph P. Remington, Samuel Stetzer, Wm. H. Bartlett and John R. Minnick; Assessor, Robert M. Elliott; Collector, James B. Townsend; Justice of the Peace, J. P. Remington, Jr.; Commissioners of Appeals, Wilmer W. Lamborn, Bolton E. Steelman and J. P. Remington, Jr. Mr. Wilmer W. Lamborn was appointed Borough Clerk; Carlton Godfrey, Borough Attorney; John P. Ashmead, Borough Engineer; M. McCoy, Superintendent of Highways, and Daniel Yates, Marshal.

The water advantages of Longport are unique. The ocean, inlet and the thoroughfare surge restlessly or wave pleasantly on three sides of it. The island narrows and is scarcely more than one block in width in the improved portion, rendering both bathing and fishing convenient. The ocean beach is broad, smooth and level, making a fine promenade ground when the tide is out and safe bathing when the tide is in. Fish are abundant in the thoroughfare, and are caught steadily from the pier and breakwaters, which accommodate and protect the shore at different angles. The wharfage is good, little steamers meeting trains and making regular trips to Ocean City and Somerspoint. Sail-boats accommodate those who desire such recreation.

The buildings of Longport are all first-class. Temperance and sanitary restrictions in the deeds possess attractions for those who summer there. The bearing of the place is literary rather than fashionable.

Two hotels accommodate many guests and they are supplied with all modern conveniences, including hot sea-water baths. The cottages are diverse in architectural design. The Bay-View Club House is a substantial structure and is the headquarters of the Bay-View Club, which is composed of Philadelphia gentlemen.



## HESTON'S ANNALS.

**Ventnor City Incorporated.** The city of Ventnor was created by act approved March 18, 1903, being composed of that portion of Absecon Island then attached to Egg Harbor Township, and immediately below Atlantic City. Under the general State law the organization of a new city is complete upon the election of its municipal officials.

Ventnor held its first election on Monday, April 13, 1903. One week previous 35 voters had registered, and of these 27 voted on election day. But one ticket was voted, and each of the candidates received 27 votes. The personnel of the new municipal government was as follows:

Mayor, Alfred C. McClellan; Councilman-at-Large, Henry S. Scull; Council, S. Bartram Richards, Frank Muth, William B. Loudenslager; City Clerk, E. Steelman Royal; City Treasurer, C. Stanley Grove; Collector of Taxes, Lewis B. Scull; Assessor, Frank M. Martin; Chosen Freeholder, C. C. Shinn; Overseer of the Poor, E. D. Rightmire; Justice of Peace, Charles Q. Barker; Commissioners of Appeals, Gilbert Harris, A. P. Johnson, Clarence Pettit; Board of Education, H. S. Scull, William H. Carroll, Frank Muth, Charles Q. Barker, E. D. Rightmire.

E. Steelman Royal, City Clerk-elect, was sworn in the same evening. The Mayor, members of Council and officials were inducted into office the following Monday (April 20th), when Ventnor actually began its career as a municipality.

### THE INCEPTION OF VENTNOR.

As early as 1850, Samuel Richards, laboring under difficulties in hauling material over the sandy roads from his glass works at Jackson (now Atco) to Philadelphia, conceived the idea of a railroad, and there are records of a meeting held at his house in Philadelphia on June 22, 1852, attended by Stephen Colwell, W. Dwight Bell, Thomas Richards, Enoch Doughty, Jonathan Pitney, Jesse Richards and Joseph Porter for the formation of the Camden and Atlantic Railroad, and on October 21, 1852, he wrote Richard B. Osborne to commence the survey. Samuel Richards and W. Dwight Bell drove to Absecon and there took a boat to the beach to locate the eastern terminus of the road.

The railroad company was limited by its charter as to holding land and the next step was the incorporation of the Camden and At-

## LONGPORT AND VENTNOR.

### **The Early Land Purchases.**

Atlantic Land Company, by an act approved March 10, 1853. This corporation bought lands at various stations on the line of the proposed railroad and on the island purchased alternate strips between the Inlet and Missouri avenue, for seven-teen and a half dollars an acre. From Boston avenue to Cincinnati avenue (now South Atlantic City), it bought the entire beach.\*

Later the railroad company was compelled to issue second mortgage bonds to provide funds for the payment of a burdensome floating debt, and experiencing difficulty in effecting a sale of these bonds, the land company was asked to guarantee them. In Oc-

\* The following gentlemen have served as officials of the Camden and Atlantic Land Company during the half century of its history :

#### **PRESIDENTS :**

Stephen Colwell.....	April 13, 1853, to June 22, 1854.
William C. Milligan.....	June 22, 1854, to March 20, 1868.
William A. Rhodes.....	October 30, 1868, to March 20, 1873.
Andrew K. Hay.....	March 20, 1873, to October 22, 1874.
Samuel Richards.....	October 22, 1874, to February 21, 1895.
John B. Hay.....	March 7, 1895, to

#### **SECRETARIES AND TREASURERS :**

Isaac Lloyd.....	April 22, 1853, to May 23, 1876.
J. Lewis Rowand.....	May 23, 1876, to March 2, 1876.
William C. Lloyd.....	November 2, 1876, to February 8, 1878.
S. Bartram Richards.....	February 8, 1878, to

#### **DIRECTORS :**

Samuel Richards.....	April 13, 1853, to February 21, 1895.
Stephen Colwell.....	April 13, 1853, to May 6, 1853.
Stephen Colwell.....	June 28, 1855, to October 26, 1871.
John C. DaCosta.....	April 13, 1853, to September 23, 1856.
John C. DaCosta.....	October 27, 1870, to October 28, 1875.
William W. Fleming.....	April 13, 1853, to June 28, 1855.
Joseph Porter.....	April 13, 1853, to June 26, 1862.
Enoch Doughty.....	April 13, 1853, to April 14, 1871.
Jonathan Pitney.....	April 13, 1853, to May 6, 1853.
Jonathan Pitney.....	June 26, 1862, to August 20, 1869.
Andrew K. Hay.....	April 13, 1853, to October 27, 1881.
William Coffin.....	April 13, 1853, to June 25, 1857.
W. Dwight Bell.....	May 6, 1853, to February 10, 1893.
Daniel Deal.....	May 6, 1853, to June 22, 1854.
William C. Milligan.....	June 22, 1854, to March 20, 1868.
Samuel V. Melnor.....	June 25, 1857, to October 27, 1871.
Isaac Lloyd.....	June 25, 1857, to May 23, 1876.
William A. Rhodes.....	March 20, 1868, to March 20, 1873.
John Lucas.....	November 19, 1869, to October 26, 1876.
Isaac H. Wood.....	October 26, 1871, to October 26, 1876.
Enoch A. Doughty.....	October 26, 1871, to October 26, 1876.
William C. Allison.....	October 23, 1873, to October 26, 1876.
John B. Hay.....	October 28, 1875, to October 26, 1876.
John B. Hay.....	November 12, 1880, to
William C. Lloyd.....	May 23, 1876, to October 26, 1876.
William C. Lloyd.....	November 10, 1876, to October 22, 1885.
I. V. Williamson.....	October 26, 1876, to May 1, 1890.
Charles R. Colwell.....	October 26, 1876, to December 14, 1887.
Joseph Trimble.....	October 26, 1876, to March 24, 1877.
Edward C. Markley.....	October 26, 1876, to November 12, 1880.
Thos. C. Garrett.....	October 26, 1876, to May 14, 1880.
Clement E. Lloyd.....	October 25, 1877, to November 12, 1880.
Wilbur F. Rose.....	May 14, 1880, to
Alex. C. Wood.....	November 12, 1880, to
John Wood.....	October 27, 1881, to October 26, 1882.
Charles Stockham.....	October 26, 1882, to
Richard H. Reeve.....	October 22, 1885, to
John W. Wright.....	October 25, 1888, to May 7, 1890.
S. Bartram Richards.....	May 1, 1889, to
Benj. C. Reeve.....	December 1, 1892, to
Elias Wright.....	May 1, 1895, to May 1, 1901.
A. Ogden Dayton.....	May 7, 1896, to October 17, 1902.

## HESTON'S ANNALS.

**Carisbrooke Inn** tober, 1854, the land company guaranteed \$500,000 bonds, besides other debts of the railroad company.  
**Erected.**

During the next six years efforts were made by the land company to free its lands from the lien created by this guarantee of the railroad company's obligation. Finally, in 1860, J. Lewis Rowand was employed to lay out lands below Boston avenue in 300 feet blocks, and divide these lands among the holders of guaranteed obligations of the railroad company, by ballot, on a basis of \$1,000 per acre, upon their agreeing to relieve the land company from all obligations under its guarantee. The creditors consenting, this was done, and Philadelphia bankers, brokers and merchants became owners of wild beach lands they were destined to hold for many years.

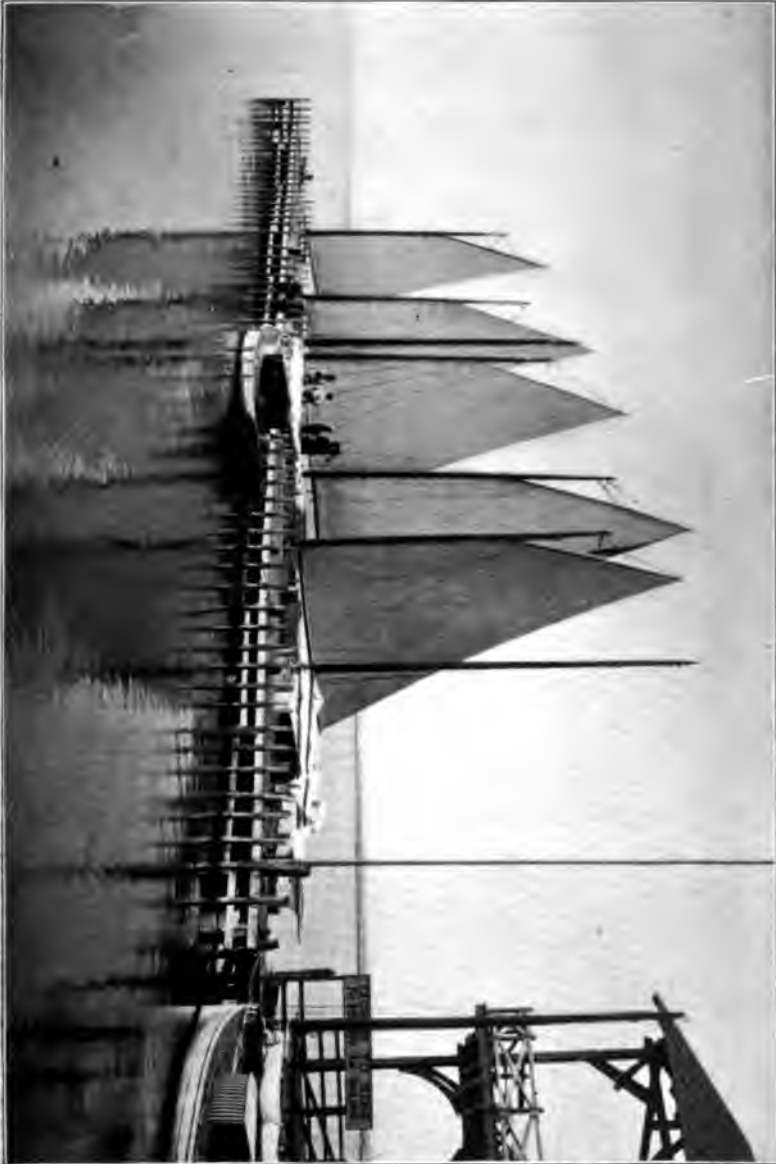
With the country then in the throes of a civil war, Atlantic City's future was precarious and Ventnor undreamed of. So valueless did these beach lands seem at that time that a committee of stockholders of the land company, consisting of Thomas Ridgway, President of the Girard Trust Company; William C. Allison, of the Allison Car Works, and Matthew Newkirk, reported against a proposition of the directors to divide the remaining lands among the stockholders, but suggested that some of the lands be given to anyone who would build a railroad to Egg Harbor Inlet, "as the business of the Camden and Atlantic Railroad Company had declined so it would be impossible for it to make this extension."

In 1862 F. M. Drexel offered to build the road for half of the lands, but while the land company agreed to his proposition, the owners of land below Cincinnati avenue refused to give the land he demanded; consequently the building of a railroad, so necessary to the development of the lower part of the beach, was deferred for fifteen years. In 1876, the Camden and Atlantic Railroad Company made application to the land company for right of way through these lands, but no other improvements were made in this locality for many years.

In 1885 the land company, having sold most of its lands in Atlantic City, turned its attention to these remaining beach lands and perfected its title, by a compromise with the heirs of Mark Reed, to lands between the sand hills and Inside Thoroughfare.

In 1886, Samuel Richards, still president of the Camden and Atlantic Land Company, was authorized by the directors to expend the sum of \$5,000 in grading. Two years later the land company gave ground to the railroad company for a station and purchased 300 acres of meadow lying between the two thoroughfares. By a resolution of the Board of Directors, January 9, 1889, the name of Ventnor was adopted and three cottages were constructed.

Appreciating the necessity of a hotel in Ventnor, the land company, in 1891, built and operated Carisbrooke



Yachtmen's Wharf, Longport.

Mr. A. H. Phillips having made large purchases of real estate in 1896 has since built a number of fine cottages and done much for the improvement of the borough of Longport. In 1902 the Longport Improvement Company was incorporated and purchased a large tract of land, with the intention of improving the same, and is now actively engaged in the work. The Longport Association was organized in 1903 for the purpose of suggesting and promoting measures for the general benefit of Longport, as well as to provide entertainments and amusements for its residents.

### LONGPORT AND VENTNOR.

**Reformed Episcopal Church.** Inn, as it had the Surf House in Atlantic City thirty-eight years before, with the same satisfactory results, for the Inn became the nucleus around which gathered the improvements that made possible the incorporation of the city of Ventnor. The following year a very pretty Reformed Episcopal Church building was erected and named "St. John's by the Sea." Services are held throughout the summers, and in September, 1903, the first public school in Ventnor was opened in this building, the teacher being Mrs. Hesselback. At this time also (September, 1903), Ventnor fixed its first tax rate at \$1.30 on the \$100. The assessed valuation amounted to \$1,470,875, and the total amount appropriated for the first year's expenses was \$204,445.17.



Mill Dam and Falls at Mayslanding.

## Atlantic City Hospital Movement.

1892 to 1904.

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ABOUT the year 1892 an effort was made to establish a public hospital in Atlantic City. A number of ladies and gentlemen organized what was then known as the "Atlantic City Hospital Association," and collected a fund of about \$1,200. After a time most of those identified with the movement lost interest in it, and finally the fund was turned over to a private sanatorium, and applied toward the founding of a "free bed" in that institution. Through the efforts of Mayor Franklin P. Stoy, the city contracted with the institution referred to, known as the Atlantic City Sanatorium, of which J. J. Rochford was superintendent, and for a few years all sick and injured persons, who became charges upon the city, were provided for at the Sanatorium. In this arrangement Mr. Stoy was the careful guardian of the city's interests, and to him and Mr. Rochford—the one for the city and the other for the sanatorium association—belongs the credit of providing hospital facilities in Atlantic City during the years 1894-'95-'96-'97.

The present hospital corporation had its beginning when the following notice was published in the Atlantic City morning papers of February 12, 1897:

Hospital Meeting—All who are interested in the hospital movement in Atlantic City are invited to meet at the Atlantic City Sanatorium this evening, at eight o'clock. A. M. Heston.

An account of this meeting was published in the daily papers of February 13th. The following is an extract from the hospital minutes:

Pursuant to the above call, the following persons met at the Sana-

## ATLANTIC CITY HOSPITAL MOVEMENT.

### **First Hospital Meeting.**

torium this evening: A. M. Heston and J. J. Rochford. Notwithstanding the small attendance, it was decided to organize the meeting and carry out the purpose of the call.

Mr. Heston nominated Mr. Rochford as temporary president and he was unanimously elected. Mr. Rochford nominated Mr. Heston as temporary secretary and he was unanimously elected.

On motion, it was decided to elect a board of nine governors. Mr. Heston nominated F. P. Stoy, Stewart R. McShea, M. A. Devine, John F. Hall, M. V. B. Scull, H. S. Scull, and J. Leonard Baier, Jr. Mr. Rochford nominated Lewis Evans and A. M. Heston. There being no other nominees, by special request, Miss Josephine O'Brien, clerk of the Sanatorium, cast the ballot and the above-mentioned persons were declared duly elected. The secretary was directed to notify the gentlemen of their election and request them to meet at the Sanatorium on Wednesday evening, February 24, 1897, to perfect arrangements for organizing the Atlantic City Hospital Association.

Extract from minutes of February 24, 1897:

*Resolved*, That this board elect six additional members, making a board of fifteen and a solicitor.

Mr. Stoy nominated Louis Kuehnle; Mr. H. S. Scull nominated William G. Hoopes; Mr. Heston nominated Charles Evans, H. H. Deakyn, James D. Southwick and Isaac Bacharach. They were duly elected. Allen B. Endicott was elected solicitor of the Board, to serve without salary.

Subsequently, at a meeting held on April 9, 1897, the permanent officers were elected as follows: President, F. P. Stoy; Secretary, A. M. Heston; Treasurer, Lewis Evans.

Five months later a motion was adopted "to erect a hospital in Atlantic City at as early a date as possible." At the same meeting an invitation of Hon. C. Wesley Talbot, Burgess of West Chester, Pa., to visit the hospital at that place, was accepted. Accordingly, on November 17, 1897, forty-five ladies and six gentlemen, in charge of Treasurer Lewis Evans, visited West Chester in a special car, provided by the Pennsylvania Railroad. The visitors were most hospitably received by Mayor Talbot and others, and the day was very profitably spent.

As a result of this outing, the Women's Auxiliary was organized at the Hotel Dennis on November 27, 1897. The money collected by the ladies, amounting to \$616.71, was set aside toward the furnishing of the hospital when built. During the same year a series of progressive euchres was conducted by the secretary, in the Morris



**Hospital Prop- Guards' Armory.** After paying for  
**erty Purchase.** eight dozen tables, six dozen folding  
chairs, numerous prizes and incidentals,  
the net proceeds of these entertainments amounted to  
\$442.25, forming the nucleus of the hospital fund.

The hospital was incorporated by certificate dated  
April 9, 1898. In September, 1897, the City Council of  
Atlantic City appropriated \$2,500 for "Hospital Ex-  
penses," and placed this sum at the disposal of the hos-  
pital corporation. The contract which the city had made  
in previous years with the Atlantic City Sanatorium was  
renewed by the hospital corporation, on a basis of \$125  
per month for the maintenance of a free dispensary, and  
\$1 per day for the board of each patient placed in the in-  
stitution. It was estimated that on this basis the money  
appropriated by City Council would pay for the dispen-  
sary work and board of patients for a period of eight  
months.

The following year (1898) City Council made another  
appropriation of \$4,000 for hospital purposes. The con-  
tract with the Sanatorium was continued from month to  
month, and on November 9, 1898 (the corporation hav-  
ing in the meantime purchased the property on Ohio av-  
enue), the contract with the Sanatorium was ended.

The property on Ohio avenue near Pacific was pur-  
chased of Henry J. White, of New York, on August 20,  
1898. It consisted of a lot 100 feet front by 175 feet  
in depth, with a building on the north side, containing  
twelve rooms. The purchase price was \$16,000, on ac-  
count of which the Board of Governors paid \$2,000 in  
cash (one-half contributed by Charles Evans), and exe-  
cuted a second mortgage for \$6,000. The property was  
purchased subject to a first mortgage of \$8,000.

Plans for alterations to the building were drawn by  
Architect Harold F. Adams, who made no charge for  
his services in preparing plans or supervising the work.  
The cost of the improvements to the buildings and  
grounds exceeded \$3,000, and to cover this the Board of  
Governors placed two notes of \$1,500 each in the Atlantic  
City National Bank.

Mr. Charles Evans, a member of the Board, who had

## ATLANTIC CITY HOSPITAL MOVEMENT.

**Formal Opening of Building.** contributed the first \$1,000, encouraged others to contribute. The furniture, in the main, was provided by Mrs. R. M. Jacobs, Mrs. David Giltinan, Mrs. Max Riebenback, Mrs. S. W. Leeds, Mrs. Frederick Hemsley, Mrs. Lucy J. Retter, and the Women's Auxiliary. Each of the ladies named furnished a room.

The formal opening took place on November 30, 1898, on which occasion there were many visitors and generous welcome to all friends of the institution. The first patient was a little boy, Gussie Johann, aged eleven years, who was suffering from a broken leg. He was an occupant of one of the free beds on the third floor on the day of the opening.

The Board of Governors had previously elected Mrs. M. W. Kimmell to the position of superintendent, and at a subsequent meeting they elected Dr. C. M. Fish resident physician, to serve from December 15, 1898, to July 1, 1899.

The Philadelphia *Times* of December 4, 1898, said:

### OPENING OF THE ATLANTIC CITY HOSPITAL.

Perhaps the most important event of the week in Atlantic City was the formal opening of the new Atlantic City Hospital on Wednesday. The building was open for inspection all day, and thousands availed themselves of the opportunity of visiting the institution. The visitors found a hospital which, while small, is thoroughly equipped and prepared to care for cases of any kind. The building is located on Ohio avenue, above Pacific. It was formerly a cottage, but has been remodeled and fitted up for hospital purposes. The interior arrangement is somewhat different from that of the majority of institutions of the kind, large wards with many beds being avoided and preference given to smaller and more comfortable rooms. This is the first real hospital this city has ever had, city patients having heretofore been cared for by private contract, an arrangement that was seldom satisfactory to anyone. Last February, City Comptroller A. M. Heston took upon himself the responsibility of calling a public meeting of those interested in the hospital movement. Only two persons responded to the call, but an organization was effected and upon this small beginning has grown a hospital association that numbers among its members many of the most prominent residents of the city. A number of sites were inspected and the present property was purchased about three months ago. The grounds are spacious, affording plenty of room for extensions or a new building whenever the growing population of the city shall demand it. The management of the hospital is under the charge of a Board of Governors, who, together with the members of a woman's auxiliary which has been organized, have been untir-

## HESTON'S ANNALS.

**Mrs. Elizabeth** ing in their efforts to provide the city with an institution of which it need not be ashamed.  
**W. Pourser's Gift** The result of their labors does them great credit. The city has agreed to make an annual appropriation to the institution, but the bulk of the work of paying for the property and maintaining the hospital rests upon the Board of Governors. They have done well thus far, and the general interest that is being taken in the project assures it of success in the future.



Boardwalk in April.

In the early part of April, 1899, Miss Elizabeth Boice, of Absecon, signified her desire to erect a brick annex to the hospital building, as a memorial to her father, Henry Boice, and her generous offer was accepted by the Board of Governors. It was suggested to her that the proposed building be known as the Boice Annex, and that it be constructed of brick, with stone trimmings, to which she readily assented.

## ATLANTIC CITY HOSPITAL MOVEMENT.

**The Boice Annex Erected.** Architect Adams prepared plans for an L-shaped building, with basement or first floor, two middle floors and a top floor, making practically a four-story building. These were submitted to Miss Boice, and after some changes, made at her suggestion, they were approved by the Board of Governors. Bids were invited, and the contract was awarded by Miss Boice to Wilbert Beaumont, of Atlantic City.

In the meantime, it was learned that the marriage of Miss Boice to Mr. Clarence Doughty Nourse was to take place on June 7th, at the home of a relative in West Philadelphia, and the secretary of the hospital deemed it appropriate to celebrate this happy occasion by breaking ground for the new building to be erected by the bride-elect. Accordingly, at the hour of the ceremony in West Philadelphia, he removed the first soil for the foundation of the Boice Annex in Atlantic City.

The work on this building progressed satisfactorily, the Board of Governors suggesting some changes and improvements during its progress, to which Mrs. Nourse readily assented. The building being finally completed, announcement was made of the formal opening on Thanksgiving Day, November 30th, exactly one year after the opening of what is now known as the "main" building, but which will be razed or moved at some future time, to make room for an imposing main building, thoroughly modern in appointments and architecturally in keeping with the Boice Annex.

For the furnishing of the Boice Annex the hospital retained the old friends and found many new ones. After erecting the building at a cost of nearly ten thousand dollars, Mrs. Nourse gave further evidence of her interest and friendship by offering to furnish one of the rooms as a memorial of her mother, Mrs. Kate M. Boice, deceased. Mrs. Julia Brown also volunteered to endow a room in the Boice Annex as a memorial of her deceased husband, Peter V. Brown. For this purpose she contributed the sum of five thousand dollars. In appreciation of her kindness the Board elected her an honorary life member of the hospital.

**Nurses Home  
Purchased.**

On Thanksgiving Day the Boice Annex was opened for public inspection from four in the afternoon until eleven at night, and during most of that time the building was thronged with visitors. In the evening, at half-past nine, the formal ceremony of delivering the bill of sale and keys of the building to the Board of Governors took place in the women's ward. With remarks that were well-suited to the occasion, Mrs. Nourse presented the document and keys to President F. P. Stoy, who, in behalf of the many friends of the hospital, present and not present, thanked her most heartily for her great kindness. Remarks were made by other friends present, and as a further token of appreciation of Mrs. Nourse's kindness, her husband, Mr. C. D. Nourse, was elected an honorary life member of the hospital.

On May 1, 1901, a property on Pacific avenue below Ohio, adjoining the hospital grounds—lot 50x150, with a building thereon containing fourteen bedrooms—was purchased by the Board of Governors of Henry J. White, of New York, for \$15,500 net, Mr. White donating \$1,000 in the form of a reduction from the fixed price of the property—\$16,500. The Board afterwards expended about \$1,000 in fitting up the property for winter use, including a steam heating plant, and on Thanksgiving Day, 1901, it was formally opened as a Nurses' Home for the Training School—exactly three years from the first hospital opening in 1898. On the same day the new ambulance house was opened for public inspection. In the afternoon a considerable number of people visited the "main" hospital, the Boice Annex, the ambulance stable and the nurses' home. Great interest was shown in the new home, where visitors became the guests of the happy corps of nurses.

At the present time (March, 1904) the resident staff of the hospital consists of a superintendent, two physicians and fifteen nurses, including the chief nurse. Alfred W. Brough is the superintendent and Miss Margaret A. Byrne the chief nurse. The non-resident or visiting staff is composed of twelve physicians. The entire hospital management is directed by a board of fifteen governors. The cost of maintenance is about twenty-five thousand dollars annually.



JOYCE ANNEX.

Atlantic City Hospital.

MAIN BUILDING.



## Atlantic City Public Library.

1899 to 1904.

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FREE library—the first in Atlantic City—was organized by the Women's Research Club in April, 1899, at a club meeting held at the home of Mrs. Emma Wiltbank, on Pennsylvania avenue, north. The first installment of books, amounting to 197 volumes, was the result of a book reception held at the Hotel Dennis the following June. The club in the meantime had been made into a department club, and the care of the library was placed in the hands of the Civic Department. In September, 1899, Mrs. J. G. Shreve and Miss E. S. Thompson were elected chairman and secretary, respectively, of the department, Mrs. Allen Brown Endicott being then president of the club.

The library was opened to the public on January 31, 1900, in the Rochford, Mt. Vernon and Pacific avenues, with the 197 books. During the winter and spring, in snow and sleet, in rain and cold, these women kept the room in order and the library open for two days each week, from 10 A. M. until 6 P. M. In May an entertainment for the benefit of the free library was arranged by Miss Hood, of the Pennhurst, with the assistance of Mrs. Walter E. Reynolds, and given very successfully on the Steel Pier. With the proceeds of this and liberal donations of money from Mrs. Sarah W. Leeds, of Haddon Hall; Miss E. D. Brereton, Mr. H. H. Deakyne, Dr. E. P. Williams and others, a regular librarian was employed and the library kept open for three days—Tuesdays, Thursdays and Saturdays—during the summer season.

The library had found many friends, met with much



## HESTON'S ANNALS.

**Public Library** favor, and received most acceptable  
**Proposed.** donations of books, and some money.

In October, 1900, Miss Evans, the first librarian, resigned, and Miss Rena Somers was appointed in her place. The library grew both in size and patronage, and in six months there were 435 patrons.

At a later meeting it was decided to urge City Council, by a petition signed by property owners, to submit the matter of establishing a free library to the voters. The petition was duly presented and a report of the meeting, as given in one of the Atlantic City daily papers, reads as follows:

### PETITION TO CITY COUNCIL.

"City Council for a few minutes last night (February 11, 1901), cleared its memory, collectively speaking, of all such matters as bids, bonds, contracts and ordinances, and placed itself completely at the disposal of a handful of earnest women who invaded the councilmanic chamber to advocate, by their presence, such action as was necessary to have the question: Shall Atlantic City have a public library? submitted to the voters at the spring election.

It was published last Saturday that the ladies who had been busy for several days collecting signatures to a big petition, urging such action on Council's part, would call upon the city fathers and this probably accounted for the fact that the ward and city representatives looked unusually "spruce," and were prepared to make the very best impression. Shortly before 9 o'clock word was passed in that the ladies were in the hallway.

"Show them right up," commanded President pro tem. Lee, and his fellow-members took their feet off the desks, laid aside their cigars and rearranged their attire. The ladies came in under the escort of Sergeant-at-Arms Fort and seated themselves on the first row of benches. Then the petition was taken up to City Clerk Irelan.

Mr. Lee pleasantly explained the purpose of the visitation and Mr. Long moved that the ladies be granted the freedom of the floor. Several members joined in the seconding chorus. Mr. Lee said he didn't think it would be necessary, as the petition was sufficiently explanatory.

The petition was read and then Mr. Leeds offered the following resolution, which had been previously prepared by City Comptroller A. M. Heston, at the request of the ladies:

WHEREAS, A petition has been presented to City Council signed by a large number of taxpayers, requesting this body to order an election on the question of the adoption or rejection of the provisions of an act of the Legislature of New Jersey, entitled "An act to authorize the establishment of free public libraries in the cities of this State," and the various supplements thereto and amendments thereof; therefore be it

*Resolved*, That the City Clerk be and he is hereby authorized and directed to cause public notice to be given by advertisements signed by himself and set up in at least five public places in Atlantic City, for at least ten days previous to the next municipal election and pub-

## ATLANTIC CITY PUBLIC LIBRARY.

**Board of Trustees Appointed.** lished for the same period in at least two newspapers of this city, notifying the voters of Atlantic City that the question of the adoption or rejection of the provisions of the act aforesaid will be voted on at the election for municipal officers to be held on Tuesday, March 12, 1901.

*Resolved, further,* That the ballots used at said election shall be prepared under the direction of the City Solicitor, and the election officers shall return to the City Clerk a true and correct statement in writing, under their hands, of the result of said election, and the same shall be reported to City Council; and if a majority of all votes at said election shall be for the adoption of the provisions of the act aforesaid, then there shall be forthwith established a free public library in Atlantic City, under the provisions of the act aforesaid.

The resolution was adopted without a dissenting vote and the ladies vigorously clapped their gloved hands.

Pursuant to the resolution of City Council, the public library act was submitted to the voters of Atlantic City at the general election held on November 5, 1901—the Legislature having previously abolished spring elections in cities, in consequence of which there was no election in Atlantic City on March 12, 1901, and Council, in the meantime, having amended the resolution of February 11th. The library act was adopted by a vote of 6,062 “for” the act and 30 “against.”

Five trustees were appointed by Hon. Franklin P. Stoy, Mayor of Atlantic City, by authority of the act, on December 28, 1901, as follows: Mrs. Allen B. Endicott, to serve for five years, until December 31, 1906; Thomas J. Dickerson, to serve four years, until December 31, 1905; Alfred M. Heston, to serve for three years, until December 31, 1904; Dr. J. B. Thompson, to serve for two years, until December 31, 1903; Rev. J. Hardenbrook Townsend, to serve for one year, until December 31, 1902. Dr. William M. Pollard, Superintendent of Public Schools, and Mayor Stoy were trustees by virtue of their respective offices. Rev. J. H. Townsend declined a reappointment at the expiration of his one-year term, much to the regret of his associates, and Mayor Stoy appointed Dr. William E. Darnall as his successor for the full term of five years.

The board of seven trustees met at the Mayor's office early in January, 1902, and organized as follows: President, Franklin P. Stoy; Vice-President, Mrs. A. B. Endi-

**The Library Site** cott; Secretary, A. M. Heston; Treasurer, T. J. Dickerson. Being without funds, without books, and without a

**Purchased.** building, the work of organizing a free public library, under the act, was postponed until such time as City Council could legally make an appropriation. Meantime the Women's Research Club, of Atlantic City, very generously donated about 1,000 readable books to the trustees, as a nucleus for a free public library, and volunteered to pay for the services of a librarian three days in each week, if the trustees would provide a room or rooms in which the books might be kept. This offer was accepted by the trustees on March 21, 1902, and a few days later the trustees communicated with City Council, asking for the use of a room on the third floor of the City Hall, promising to vacate the same on thirty days' notice from City Council that the room was needed for other purposes. This request was granted, and accordingly the 1,000 books were removed to the City Hall and the room opened to the public on April 30, 1902.

Realizing that the room in the City Hall was already needed by City Council, and that a permanent site, with more commodious quarters, was a necessity, the trustees considered several sites which were brought to their attention, and after due consideration selected two properties at Illinois and Pacific avenues, one of them on the corner and the other adjoining, as affording a very desirable site for a permanent library building. After negotiations an option on these two properties, making one lot 60 by 90 feet, was procured, the price for the two dwelling houses and lots being \$23,500. These were offered subject to two mortgages of \$10,000 each, making the actual cash consideration but \$3,500.

The trustees communicated these facts to City Council and asked for authority to purchase the two properties in the name of the City of Atlantic City. This request was promptly granted and the purchase was thereupon made on December 1, 1902, City Solicitor Wootton approving of all papers in the transfer of titles.

The work of fitting up the corner property was begun at once, and on January 1, 1903, the four rooms on the

### ATLANTIC CITY PUBLIC LIBRARY.

**Carnegie Gift Secured.** first floor, devoted to library purposes, were formally opened to the public. Several hundred persons called during the day and expressed their approval and delight at the prospect of a public library suited to the needs of Atlantic City. Besides the 1,000 old books, many of them rebound, the trustees had provided 1,000 new books.

Following the opening of the library, the Secretary wrote to Andrew Carnegie, the multi-millionaire, asking him to erect in Atlantic City a suitable building for a public library, and on the following 22d of January (1903) he received a positive assurance from Mr. Carnegie that a \$60,000 building would be erected in Atlantic City. The matter was brought to the attention of the library trustees on February 6th, who approved of the Secretary's action and accepted the donation of Mr. Carnegie. The approval of City Council was also necessary, and this was obtained on February 9th.

Meantime, it was found that the lot already purchased was not of sufficient depth to accommodate a suitable library building, and Council authorized the purchase of a lot in the rear, facing on Illinois avenue, size 35 by 60 feet, for \$10,000. Bonds to the amount of \$30,000 were then sold, to pay for this enlarged site, free from all incumbrances.

The trustees thereupon took the necessary steps to secure plans from architects for a building to cost not more than \$60,000. In due time plans were presented by twelve competing architects, and those of Albert R. Ross, of New York, were selected as the best. The contract was awarded to Kendrick & Roberts, of Philadelphia, and at this writing (January, 1904) the building is in course of erection. Meantime the library is occupying a temporary home at 1907 Pacific avenue, below Ohio, with Miss A. P. Abbott, librarian, in charge. It is expected that the new building will be finished and ready for use before September, 1904. The corner stone of the new building was laid on January 1, 1904, by Mayor Franklin P. Stoy, in the presence of about three hundred people.

## City Hall and Jail.

1856 to 1902.

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THE first jail in Atlantic City was built in 1856. It was a small one-story structure, made of thick planks bolted to heavy timbers. The year previous (1855) Council had selected a lot at the corner of Vermont and Atlantic avenues as a suitable site for public buildings, and it was on this lot that the first jail was built. It was standing in the rear of the Vermont House until about the year 1902. This jail was subsequently abandoned to the bats and a building at the corner of Baltic and Connecticut avenues became the city lock-up. The rooms on the third floor of this building were set apart for prisoners and the first and second floors for tenants. One large room on the first floor was used as a Council chamber. The prisoner was chained to a ring securely fastened to the floor, in the centre of the room.

It is related that in the summer of 1865 a man was arrested for assault and held to await the action of the grand jury in September. He soon ingratiated himself into the good will of the tenants, and by generous gifts of cigars, etc., secured the friendship of the policemen. Through the connivance of one of the tenants the "prisoner" was liberated every night, and after a few hours of social pleasure he would quietly return to his cell and remain there during the day. In subsequently relating his experience, he said: "One night, when I returned to the upper floor, I found my 'cell' door fastened. In other words, I was locked out of jail, and not knowing the

## CITY HALL AND JAIL.

**First City Hall Erected.** exact location of my friend's room, did not know what to do. Finally, I went to the residence of Constable Gaskill, at 3 o'clock in the morning, awoke him and told him I wanted to get into jail. After an explanation, he invited me in, put me to bed and took me over to the jail the next day."

A year later, when Robert T. Evard was Mayor, offenders were given a hearing at his home, on the east side of Pennsylvania avenue above Atlantic, and pending their removal to the lock-up he fastened them to a large willow tree which stood near his house.

In 1874 a number of citizens petitioned Council to build a City Hall. Council at this time held its sessions in "Suber's Row," on Atlantic avenue above Pennsylvania, south side. After much delay and criticism in the *Review*, a public meeting was called in Bartlett's Hall



First Atlantic City Jail.

and the people voted in favor of a City Hall. This was in May, 1874. Council advertised for proposals and the contract to erect the old building at Atlantic and Tennessee avenues was awarded to Joel R. Leeds. The building was finished in November, 1875, and, as originally planned, had a Council chamber in the rear, on the first floor. The rooms fronting on Atlantic avenue were used by various city officials and the jail was in the rear, adjoining the Council chamber. In 1891 the large room on the second floor, previously used as a town hall, was fitted up as a Council chamber. On August 17, 1893, this building was destroyed by fire, which also destroyed the opera house and two adjoining buildings on Atlantic avenue.

It should be noted that the original lot at Tennessee and Atlantic avenues, 125 feet front, was secured by the city in an unusual way. Patrick O'Reilly, of Pennsylvania, was the owner of considerable property in Atlantic City, and owed several years' taxes. To effect a settlement, he consented to deed to the city the lot mentioned,

## HESTON'S ANNALS.

**City Officials** in lieu of taxes amounting to about  
**Scattered.** \$2,500. In thirty years this lot has  
increased in value nearly four hundred  
per cent., being now valued at \$90,000.

The destruction of the City Hall left Council without a meeting place and city officials without offices. The first floor of Odd Fellows' Hall, on New York avenue, was rented for the purposes of City Council, and most of the officials were assigned to rooms in the Real Estate and Law Building, on Atlantic avenue near New York. For a long time no action was taken toward building a new City Hall, but on July 8, 1895, Council passed an ordinance "for the erection of a building for a City Hall and the accommodation of the different officers and departments of the city government in Atlantic City," as authorized by an act of the Legislature, approved April 15, 1887. This act directed that the building be erected under the direction of three citizens appointed by the Mayor and constituting a City Hall Commission.

### CITY HALL COMMISSIONERS.

Pursuant to the provisions of this ordinance, in June, 1896, Mayor Franklin P. Stoy sent to City Council a communication appointing Frederick Hemsley and Charles Evans, Republicans, and John B. Champion, Democrat, commissioners to "perform the duties imposed upon them in the selection of a site and building a city hall in conformity with an act of the Legislature of the State of New Jersey." The commissioners were promptly confirmed. Their bonds, in the sum of \$10,000 each, were approved on July 20, 1896, Richard Doughty and S. D. Hoffman being the sureties.

This commission organized by electing Frederick Hemsley chairman and Charles Evans secretary. After considering the matter for some months they concluded that the lot then owned by the city, 125 feet on Atlantic avenue and extending to Railroad avenue, was not wide enough for a City Hall of suitable size, and they reported their conclusions to City Council. Shortly afterwards that body passed an ordinance authorizing the purchase of the additional fifty feet on Atlantic avenue, known as the opera house lot. The commissioners then opened negotiations for the purchase of this lot at the price stipulated in the ordinance—\$20,000. This the owner or owners refused to accept, and on April 12, 1897, Council passed an amendatory ordinance increasing the amount to \$23,000. On May 3, 1897, the commissioners communicated with City Council, stating that Locheim and Wolf, owners of the lot adjoining the City Hall lot, were willing to accept \$23,000 cash for the lot.

Thereupon Mr. Rose presented a resolution as prepared by the Commissioners.\*

\*Whereas, the City Hall Commissioners have selected the property owned by Locheim and others, easterly of the City Hall lot, to be used in conjunction with the city's property for the purpose of erecting thereon a new City Hall.



**Colonial Homes on Pennsylvania and Pacific Avenues, Atlantic City.**





## CITY HALL AND JAIL.

**Opera House Lot Purchased.** The Commissioners finally purchased the lot of Walter Locheim, of Philadelphia, in February, 1898, for \$23,000, and to cover expenses and accrued interest on the purchase price Council authorized an additional bond of \$1,000, making the total cost \$24,000. The Commissioners next procured plans for the proposed City Hall. After giving the matter due consideration, they concluded that even with the additional fifty feet the lot was not large enough for a building of the size Atlantic City ought to have for a City Hall. A large number of citizens were of the same opinion.

On January 31, 1898, Councilman H. W. Leeds presented the following resolution, which was adopted:

Resolved, that the City Hall Commissioners be and they are hereby instructed to purchase the several lots included within the boundaries of Atlantic, Arctic, North Carolina and South Carolina avenues for a sum or sums not exceeding in the aggregate one hundred and seventy-five thousand dollars, and to report the same at the next meeting of City Council to be held Monday, February 7, 1898, and that the City Clerk be instructed to notify each of the City Hall Commissioners of the passage of this resolution.

The Commissioners reported to Council on February 7, 1898, that it would be necessary to amend the ordinance of April 21, 1897, in order to give them the authority to purchase and pay \$175,000 for what was known as the Schaufler Block, for City Hall purposes. The City Solicitor was instructed to draw up the necessary amendatory ordinance.

On February 28th of that year (1898) City Council passed an ordinance for the purchase of the entire square bounded by South Carolina, Arctic and North Carolina avenues and the property of the Pennsylvania Railroad

And whereas, an ordinance was passed at a regular meeting of City Council, held April 12, 1897, and approved April 21, 1897, to enable the city to purchase said lot for the sum of twenty-three thousand dollars,

And whereas, the owners of said lot have through their attorney agreed to sell the same to the city for the sum of twenty-three thousand dollars in cash, providing the negotiations are speedily closed:

Therefore be it resolved, that the City Council of Atlantic City do hereby concur in the purchase of said lot for the price aforesaid, and to provide for the payment thereof, do hereby authorize and direct that the bonds of Atlantic City be issued to the amount of twenty-three thousand dollars, bearing interest at the rate of four and one-half per centum per annum, and shall be issued in denominations of one thousand dollars each, and shall not be sold for less than par and accrued interest; said bonds shall have semi-annual interest bearing coupons attached thereto; that said bonds to the amount of ten thousand dollars shall fall due from and after three years of the appointment of said City Hall Commissioners in June, 1896, and the balance of thirteen thousand dollars shall become due and payable in four years from and after the said appointment of said Commissioners.

Resolved, further, that there shall be included in the tax levy and raised by taxation each year, a sum equal to the interest on said bonds and the principal of the bonds falling due within the year.

**The City Hall Bonds Sold.** Company, fronting on Atlantic avenue, the consideration being \$175,000. The railroad company had previously agreed to deed to the city a triangular property, in front of this land, and to pay one-half the cost of paving Atlantic avenue. The intention of Council was to abandon the old City Hall site and erect an imposing building in the centre of the square, between North and South Carolina avenues. A writ of certiorari, however, was taken out by Thomas McGuire, a property owner, and the right of the city to purchase this property tested in the Supreme Court of the State. This court set aside the action of Council on the ground that, having already purchased one site for a City Hall, that body could not purchase another.

The action of the Supreme Court made it necessary for the Commissioners to erect such a building as the architect could plan for the lot at Tennessee and Atlantic avenues and not exceeding \$80,000 in cost—the sum mentioned in the ordinance—which sum, however, was afterwards increased to \$90,000. When the bids for the proposed building were opened in June, 1900, it was found that the lowest bid exceeded the \$80,000 limit, and it was to overcome this obstacle, as well as to comply with a recent legislative enactment, amending the City Hall act, that Council passed an amendatory ordinance, increasing the amount to \$90,000.

Acting on the authority conferred upon him by this ordinance and a resolution approved July 12, 1900, the City Comptroller advertised and sold the \$90,000 City Hall bonds on July 23d. The premium of \$9,000 paid for these bonds reduced the rate of interest to 3 and 45-100 per cent.

The contract for the erection of the City Hall in the meantime (July 2, 1900) having been awarded to M. P. Wells & Co., of Philadelphia, ground was broken on July 23d, and the cornerstone laid on September 22, 1900.

The building was so nearly finished in the early part of August of the following year (1901) that most of the city departments occupied their offices on the 8th of that month. The Council chamber was finished and oc-

## CITY HALL AND JAIL.

**New City Hall  
Finished.** cupied on August 26th. For the furnishing of the building the city issued a second lot of bonds to the amount of \$35,000, and for alterations and extensions the following year there was a further expenditure of \$9,000, making the total cost of the City Hall and furniture \$134,000—\$99,000 for the building and \$35,000 for equipments and decorations.

There were differences of opinion among citizens as to the architectural appearance of the building, when finished. The newspapers criticised the architects and prominent citizens expressed their approval or disapproval. One of the newspapers contained this double ended comment:

### COMMENTS ON THE NEW CITY HALL.

"Dr. Tom Reed says the new City Hall is bilious looking, and has deeply offended the City Hall Commissioners, who are fathers of the magnificent pile of brick and mortar at the corner of Atlantic and Tennessee avenues. Dr. Tom has likewise hurt the civic pride of many citizens who have become reconciled to the structure, which, they are told, is a compromise between American and Continental architecture. Dr. Tom should consult the architects before he ventures out of his profession to pass a criticism, although the justness of his criticism may be approved by the entire population, less the three Commissioners. Of course, to the American idea of architecture and the fitness of things, the City Hall is an offense to the eye, but when we get down to the technical points of the structure, she's a beauty—measured by the foreign estimation of a public building. Now we want to take the foreign view of it and Dr. Tom is invited, as a good and loyal citizen, to fall in line, and crack up that City Hall as being the finest and purest exposition of the profession of architecture in the State of New Jersey, although there may be qualms of conscience that we are lying while we are doing the blowing. But we shouldn't go back on the imported article, and betray to the stranger that we believe we didn't get our money's worth. No, sir. The proper thing is to stand by the City Hall. She's a thing of beauty and will be a joy for many years—to the officeholders."

## Fire and Water—Water-Works Litigation.

1875 to 1904.

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PREVIOUS to 1882 the water supply of Atlantic City was obtained from cemented cisterns and wooden tanks, in which water distilled from the clouds was preserved, pure and sweet, for domestic and other uses. A gas and water company had been previously incorporated in 1875 by John Hagan, John J. Gardner, Levi C. Albertson, Alois Schaufler, Thomas Bedloe and Edward Wilson, and on June 15, 1878, the lighting plant of this company had been placed in operation, the holder being one that had been previously used on the Centennial Exhibition grounds in Philadelphia. In 1875 Mr. Hagan sank an artesian well to the depth of 200 feet, with the view of supplying the city with water, but the contractor, becoming financially embarrassed, the work was abandoned. The water plant of the Hagan company was never erected.

### WATER SUPPLY IN EARLY DAYS.

Previous to the introduction of cisterns, there were at least seven wells on the island, all of them on a ridge of timbered sand hills extending from the inlet to Hill's Creek, through the centre of the island. A sand carter gathered water from the wells and sold it to hotel keepers and cottagers at twenty-five to fifty cents a barrel. Wells sunk in other parts of the island yielded a good quality of water at first, but in a few weeks it was found that they emitted an unpleasant odor. After the introduction of cisterns, during excessively dry seasons the railroad company brought water from the mainland in tanks, and as late as 1880 Mahlon Kirkbridge did a profitable business in supplying hotel keepers and others with water brought from the mainland.

In 1856, Manassa McClees, proprietor of one of the hotels, made an attempt to get fresh and pure water by driving an artesian well,

## FIRE AND WATER—WATER-WORKS LITIGATION.

### **Water From the Mainland.**

but after he had gone to a depth of nine hundred feet at a cost of \$1,000 and found nothing but a brackish water, he gave up in disgust. Since then many of the large beach front hotels have sunk artesian wells, and are to-day getting their water supply from them.

In 1880 the Hagan company passed into the hands of a receiver, by whom it was sold to a syndicate of Philadelphia and Atlantic City gentlemen. The same year Walter Wood, John W. Moffly and others organized a water company, and on October 21st obtained from City Council the right to lay pipes and conduits for supplying the inhabitants of Atlantic City with water. In this ordinance it was stipulated that the city was to pay \$50 per annum for each fire plug introduced. The number of plugs contemplated under the ordinance made the annual rental about \$3,500. The following month (November 19, 1880) Council passed a supplemental ordinance, the conditions of which imposed upon the city an annual water rent of \$7,500.

The passage of this supplemental ordinance precipitated a public controversy, serious accusations and lengthy litigation. The City Council of 1882 repealed both the original and supplemental ordinances and ordered a special election to decide whether the city should build and control its own water works. The total vote at this election was 591, of which about 500 was in favor of the city owning its own plant.

The Wood company disregarded the "repealer," claiming that it was illegal, proceeded with the work of laying pipes, and on June 19, 1882, introduced into the city a supply of water from springs and ponds on the mainland, piped across the meadows. The city refused to pay the annual rental of \$7,500 and contested the rights of the company in the courts for a number of years. Harry L. Slape, the City Solicitor, died during this litigation, and the case was continued by his successor, Allen B. Endicott. Meanwhile another company, composed largely of local capitalists, and known as the Consumers' Water Company, was organized, the purpose being to supply the city with artesian well water. Pipes were laid throughout the city, by authority of City Council, and the first well

**Water from Artesian Wells.** was sunk at Michigan and Arctic avenues in 1888. Other wells were subsequently sunk in the vicinity of Mediterranean and Kentucky avenues, and many houses supplied with the purest of artesian well water.

Competition between the two companies caused a reduction of water rates, and stockholders lamented the absence of dividends. 'The Consumers' was regarded as the "people's" company, having brought about a considerable reduction in water rates, but the people did not appreciate that fact. With reduced rates from the old company they argued that there was no necessity for a change. The active spirits in the Consumers' company were Dr. Thomas K. Reed, Charles Evans, Frederick Hemsley, Col. Daniel Morris, Joseph A. Barstow, John B. Champion and Mark Malatesta. Col. Morris, Mr. Barstow and Mr. Malatesta are now deceased.

In 1892 there was danger of a consolidation of the two water companies, a merger being already prepared and accepted, and to forestall this Dr. Reed, Mr. Hemsley and others, who were opposed to consolidation, proposed to sell their plant to the city for \$200,000. The proposition was acceptable to City Council and a special election was held in June, 1892. The vote was very largely in favor of the city owning its own plant; in other words, the purchase of the Consumers' plant. Accordingly, on October 17, 1892, an ordinance was passed, over the Mayor's veto, providing for the purchase of the plant at the above price. This stimulated a previous proposition to sell the Wood company to the city also, the consideration being \$600,000. An ordinance was passed and approved December 27, 1892, providing for the purchase of the Wood plant for \$500,000, which price that company had agreed to accept.

The vote was:

Ayes—Messrs. Champion, Clark, Clement, Cluin, Giffin, Lee, Parsons, Postoll, Stoy, Turner, Bartlett.—11.

Nays—Messrs. Bolte, Bowler, Cook, Doughty, Johnson, Leeds.—6.

It was a memorable scene in the old City Hall, in the small room downstairs where Council used to meet. One of the conditions of purchase was that the Wood com-

## *FIRE AND WATER—WATER-WORKS LITIGATION.*

**Long-Drawn-**pany was to be released from the pay-  
**Out Contest.**ment of all back taxes and the city  
from the payment of back water rents.

On the night the ordinance was to be passed the question of back taxes came up, and a member of Council objected to releasing the company from that obligation. On his motion the matter was postponed for one week, but meanwhile bonds to the amount of \$700,000, covering both purchases, had been ordered printed. At the next meeting of Council the ordinance was finally passed, and about a week later, when the bonds were ready for delivery, it was found that the gentleman who had charge of the preparation of the form had by mistake made the interest payable annually, instead of semi-annually. This feature was objectionable to those who were to take the bonds and a new issue had to be printed. Before these could be delivered Robert Stroud, ex-Alderman, secured a writ of certiorari, restraining Council from consummating the purchase and removing the matter to the Court of Chancery for review, as to the legality of the ordinances. The bonds, however, were duly executed, but not delivered.

After a long-drawn-out contest in the courts—the companies in the meantime having formed a “combine,” receding from their original proposition to sell and secretly encouraging the litigant, Stroud—the Court decided the ordinances illegal and the purchase invalid, one member of Council who voted for the purchase being a stockholder in the company. The legal obstacles having been removed, City Council passed two new ordinances, both of which were approved April 19, 1894, confirming the contract of sale at \$200,000 for the Consumers’ and \$500,000 for the Wood plant. But the “combine” now refused to sell at that figure and Council ordered the institution of condemnation proceedings, with the view of purchasing the two plants at a reduced price. Three Commissioners were appointed by the Supreme Court—namely, ex-Governor George C. Ludlow, Charles G. Roebling, of Trenton, and Edlow W. Harrison, of Jersey City. A mass of testimony was taken. The city was represented by Allen B. Endicott, City Solicitor, and Joseph Coult, Esq.,



**Commissioners'** of Newark. The latter was substituted for Col. William E. Potter, of Bridgeton, who had previously been the city's special counsel in the water matter, but being also the counsel for the Consumers' company, and that company being now nominally in a position of antagonism to the city, a change of special counsel was thought desirable. The Wood company's attorneys were Joseph Thompson, Esq., and ex-Judge David J. Pancoast, of Camden.

The Commissioners—all of them from North Jersey—had a number of sittings, and on one occasion were given a "champagne dinner" at a prominent Atlantic City hotel by friends of the "combine." The city's attorneys felt confident of an award much below the original purchase price, having produced the testimony of two experts to show that a better plant than the two offered the city could be built for a much less sum. One expert said \$433,464 and the other \$455,689.

The Commissioners finally made an award of \$843,564, which members of Council and many citizens believed to be excessive. The report, to be conclusive, had to be confirmed by Judge Alfred Reed, of the New Jersey Supreme Court, and it was believed by many that he would withhold his approval. Pending his decision, there was talk of a compromise between the city's original offer of \$700,000 and the Commissioners' award, and finally the representatives of the city and the company's attorneys agreed upon \$771,782 as the price of the two plants, subject to the approval of City Council and the confirmation of Judge Reed.

City Council met on the evening of April 26, 1895, and by a vote of nine to six adopted a resolution requesting Judge Reed to reduce the award of the Commissioners to \$771,782, in accordance with the compromise. The matter was presented to him at Trenton the next day and he promptly confirmed the report at the reduced figure. Bonds to the amount of \$775,000, maturing in 1925, were issued, to cover the cost of the two plants and the lawyers' fees. Had the first lot of bonds been delivered the purchase at \$700,000 would have been sealed,



**Rev. Allen H. Brown**  
**John Richards, deceased**

**Samuel Richards, deceased**  
**Sinnickson Chew, deceased**

The Presbyterian churches which were established by John Brainerd, in the eighteenth century, declined and finally became extinct after the Revolutionary War, partly as a consequence of that war. Since that time no one has done more than Rev. Allen H. Brown in the nineteenth century to re-establish and extend the Presbyterian Church in Atlantic County and along the New Jersey coast. There are now eleven Presbyterian churches in Atlantic County, where there was only one when he came here, in 1846. Mr. Brown has preserved many interesting facts pertaining to the early history of Atlantic County, especially in relation to the churches, and to him the Annalist is indebted for valuable assistance in the preparation of the chapter on "Morality and Religion of Other Days." Mr. Brown has also written a number of historical papers, which have been printed in book or pamphlet form. The Presbytery of West Jersey, in 1901, published a tribute to Mr. Brown, a volume of over two hundred pages, commemorating his eightieth birthday and fifty-four years of service in the church.

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Samuel Richards organized the Camden and Atlantic Railroad, and to this company Atlantic City owes its beginning. The friends of Dr. Jonathan Pitney, of Absecon, claim that he was the founder of the city, and in a sense this is true. Dr. Pitney had cherished the hope of founding a bathing village on Absecon Beach, and when the railroad project was broached he entered heartily into it, co-operating with Mr. Richards in procuring the charter. While Mr. Richards was giving most of his attention to organizing the railroad, Dr. Pitney was fostering and developing his plan to found a city. Each succeeded admirably, and while it is true that the city would not have been founded without the railroad, it is equally true that the railroad could not have existed without the city. Both Mr. Richards and Dr. Pitney had their trials as founders, and finally their triumphs. Both are now deceased.

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John Richards was for years engaged in the iron industry in Atlantic County, in the days of bog ore. He owned the Gloucester Furnace, near the present Egg Harbor City, and carried on an extensive business until about 1853. A few years before disposing of his interest in Atlantic County, he moved to the vicinity of Mauch Chunk, Pa., and in 1854 he purchased a handsome country seat called Stowe, near Pottstown, Pa., where he died in 1871. His son, Louis Richards, is now a prominent attorney in Reading, Pa. Further reference to Mr. Richards is made in the chapter on "Bog Iron Furnaces," in the first volume of the Annals, pages 160 to 164.

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Sinnickson Chew, of Camden, was for many years an ardent admirer of Atlantic City. During his later years he became an annual visitor. Mr. Chew was one of the leading editors of New Jersey, being the owner of the *West Jersey Press*, of Camden. Two of his proteges were John G. Shreve, of the *Atlantic City Review*, and the Annalist. Mr. Chew began life, after leaving his boyhood home in Salem, as an apprentice in the *Constitution* office, at Woodbury. He served as post-rider or distributor of the paper through the counties of Gloucester, Camden, the upper edge of Atlantic, and some of the townships in Salem County. There were no railroads in any part of South Jersey in those days, and it required two days of hard driving in the heat of summer and the cold of winter to supply mental pabulum to the staid old farmers. The post-boy, fifty-odd years ago, was an important person. His weekly visit was awaited with a greater degress of interest than the visit of the postman of to-day. Mr. Chew was an indefatigable worker, and as an editor he wielded a trenchant pen. His two sons, William H. and Edward H. Chew, are now engaged in the printing and newspaper business in Camden, being members of the firm of S. Chew & Sons Co. Mr. Chew died in 1901.

## *FIRE AND WATER—WATER-WORKS LITIGATION.*

**Water Plant** and there could have been no appeal  
**City Property.** to the courts. The motion to postpone,  
on account of the back taxes, or the  
slight mistake in the printing of the bonds—either or  
both—cost the city a cool \$75,000.

The two water plants were finally turned over to the city on August 1, 1895, and George T. Prince was elected Superintendent. He removed to Omaha in March, 1896, and was succeeded by Mr. William C. Hawley. Mr. Hawley resigned on June 15, 1902, and was succeeded by Kenneth Allen.

In 1896 the system was extended and improved at a cost of \$100,000, for which bonds were issued, maturing in 1926. On July 1, 1897, additional bonds to the amount of \$12,000 were issued, this money being expended for the purchase of water meters. On January 1, 1899, there was another issue of \$5,000 water bonds, this money being expended in laying new connections on Pacific and other avenues. During the year 1901 a new 30-inch steel main was laid from the pumping station near Absecon to this city, in order to meet the greatly increased demand for water. The cost of this improvement was \$200,000. For two years it had been impossible to get water above the second stories of the houses and hotels in many parts of the city, because of the great quantity of water that was used daily in the heart of the summer. But in 1901 a new pump was installed, with a capacity of 3,000,000 gallons daily. The city was then in a position to get about 16,000,000 gallons of water daily.

To provide for storage basins additional land in Atlantic City was purchased in 1901-02, at an expense of \$90,000, and in 1903 other improvements involved an expenditure of \$75,000, making the total cost of the water plant at that time \$1,257,000.

### **HOW \$700,000 WENT UP IN SMOKE.**

In September, 1896, the writer, recently elected City Comptroller, discovered the original \$700,000 issue of bonds in the vaults of the three national banks—\$400,000 in the Second National, \$200,000 in the Atlantic City National and \$100,000 in the Union National. They had been duly executed, deposited in the vaults of the banks and then forgotten. If by any means they had fallen into other

## HESTON'S ANNALS.

**Fire Department** hands, the city might have been called upon to pay principal and interest. Under date of September 28, 1896, he called the attention of City Council to the existence of these bonds, which, if not destroyed, might involve the city in serious trouble. In his communication to City Council the writer said:

"Your attention is called to the fact that there is an issue of Atlantic City five per cent. water bonds, amounting to \$700,000, duly signed by the Mayor, City Clerk and Treasurer, now in the vaults of three of the national banks of this city. In the hands of an innocent or dishonest person, these bonds would become a *bona fide* liability against Atlantic City. They were executed at the time of the "friendly" purchase of the Atlantic City Water Works Company, by ordinance approved December 27, 1892, and of the Consumers' Water Company, by ordinance passed over the Mayor's veto October 17, 1892, but their delivery was stopped by legal proceedings, and eventually the sale was set aside by the Court of Chancery. The sale being thus annulled, the bonds should have been destroyed, but as they are still in existence and might become a *bona fide* liability against the city. I would recommend that City Council take immediate action looking to their destruction. Of the entire issue, \$200,000, in denominations of \$500 each, are in the vaults of the Atlantic City National Bank, \$400,000 of the same denomination, in the Second National Bank, and \$100,000, of the same denominations, in the vaults of the Union National Bank."

Council forthwith ordered the destruction of these bonds and, at an appointed hour on October 2, 1896, City Solicitor Endicott, Mayor Stoy, Comptroller Heston, City Clerk Irelan, Treasurer Jeffries, Councilmen Lee, Knauer, Lingerman, Postoll and Beyer and representatives of the newspapers met at the Union National Bank building, counted the bonds and then destroyed them in the bank's furnace. \$700,000 thus went up in smoke in a very few minutes! Figuratively speaking, it was at that time the largest fire ever seen in Atlantic City.



Up to 1874 the city had no means of fire protection, excepting those found in rural localities, such as ladders, buckets, etc., but the growth of the city demanded something better, and on October 19, 1874, City Council appointed a committee and authorized them to purchase the necessary apparatus for the extinguishing of fires.

On November 23d following, the committee reported the purchase of a hand engine, and also recommended the procuring of a hook and ladder truck and hose reel. This original equipment was purchased of Thomas H. Peto, a dealer in fire apparatus, of Philadelphia, at a cost of \$650 for the hand engine and \$658 for seven hundred feet of rubber hose.

Later in the same month City Council instructed the committee on property to place the apparatus in the care of a committee of citizens, thirteen in number, who had been appointed by Council for that purpose. The members of this committee were the charter members of the

*FIRE AND WATER—WATER-WORKS LITIGATION.*

**First Fire**            United States Fire Company, No. 1,  
**House Erected.**    and they proceeded to organize without  
                             delay, the date of incorporation being  
December 3, 1874.

The apparatus being purchased necessitated the securing of a building to house the same, and a Council committee, consisting of Messrs. Repp, Reiley and French, was appointed to select a site. They reported in favor of a piece of ground in the rear of the site of the old City Hall, known as the city lot. On January 4, 1875, the committee's report was accepted, and the committee increased by the addition of Councilmen Johnson and Shinn. At the same meeting the equipment was further increased by the purchase from Mr. Peto of a ladder truck and fittings, at a cost of \$450. Additional apparatus was purchased by this company at various times, beginning with an Amoskeag engine in June, 1878. The last purchase was a combination chemical and hose wagon, which was installed early in 1903.

On February 15, 1875, the contract for the erection of the first engine house was awarded to Joel R. Leeds for \$2,700. This building, with additions, remained as the quarters of the United States Fire Company until 1903, when the company moved into a handsome brick house erected at a cost of nearly \$30,000. The second "city" fire house, built of brick, was at Maryland and Atlantic avenues, finished the same year, at a cost of over \$15,000. It is used by the Rescue Hook and Ladder Company.

Fire veterans in Atlantic City recall the fight in 1877, when the United States was the only company in service. It was organized, as stated, in 1874, and three years later a dispute arose between the company and City Council, and the latter body made strenuous efforts to have another company organized. There was a great row, and Council finally capitulated to the "States": not, however, until Council had played its last card—the appointment of a special officer to have charge of the sole piece of apparatus, the hand engine, and see that it got to the fires. The important point—who was to operate the engine when it got to the fire—remained unsettled, and

**Atlantic City's Largest Fire.** Council at last asked the "States" company to say under what conditions they would take charge of the engine and provide fire service. The company replied, naming the conditions, and an ordinance was passed on May 21, 1877, placing the control of the apparatus in the "States" company. The dispute was thus ended.

Early in the summer of 1882 the Atlantic City Water Company turned on the water in its mains, which was an important advance towards modern means of fire protection. The growth of the city made the enterprising citizens realize the need of increased fire service, and as a result the Atlantic Fire Company was organized in June, 1882, and in October of the same year the Neptune Hose Company was incorporated. Both these companies' first equipment consisted of a four-wheel hand-carriage and a reel of hose.

The next forward step was the incorporation of the Good Will Hook and Ladder Company, in the winter of 1886, their first apparatus being a hand hook and ladder truck.

The other companies followed in the order named: The Beach Pirates, in 1895; Chelsea, in 1895; Rescue, in 1896; West Side, in 1898, and the Sea View, in 1902.

In the spring of 1888 the facilities for fire protection were still further increased by the completion of the plant of the Consumers' Water Company. Next came the introduction of the Gamewell Fire Alarm Telegraph in 1889.

The greatest fire in the history of Atlantic City occurred on April 3, 1902, when property valued at nearly one million dollars, located on the beach front, from New York to Illinois avenues, was destroyed. It was also on this day that a delegation of citizens visited Trenton to interview the Governor in relation to a bill recently passed and known as the Atlantic City "new charter." Governor Murphy hesitated to sign the measure, as it contained, he thought, several conflicting clauses, and the Executive was not certain that his sanction would be for the best interests of the citizens of Atlantic City. Mayor Stoy and other supporters of the bill were anxious to have

## *FIRE AND WATER—WATER-WORKS LITIGATION.*

**Paid Department** it become a law for several reasons, and for one in particular—because it provided for more stringent building regulations. Mayor Stoy, City Comptroller Heston, City Solicitor Godfrey and Senator Lee urged the Governor to sign the measure. The Governor stated his objections to the bill, and the delegation was experiencing great difficulty in overcoming them. While they were in the midst of their discussion word was received that Atlantic City was in flames and that the town was doomed. This message decided the fate of the bill, so far as the Governor was concerned.

"Gentlemen," he said, "the information just received indicates that your building laws are inadequate. I will waive all objection and sign the bill, in the hope that your city may be protected from future recurrences of the fire now raging."

That is how the Atlantic City charter bill was signed. Edward S. Lee, State Senator from Atlantic County, secured the pen with which the Governor signed the bill. The measure was submitted to the voters of Atlantic City, for adoption or rejection, at a special election held on May 6, 1902, and was adopted by a vote of 2,155 "for" to 1,457 "against." The municipal affairs of Atlantic City are now regulated principally by this act.

The volunteer fire department of Atlantic City was abolished on January 1, 1904, after an existence of twenty-eight years. City Council passed an ordinance, approved November 23, 1903, creating a paid fire department, controlled by a board of three fire commissioners. One week later, on November 30, 1903, Council elected the first board of commissioners, namely: Louis H. Donnelly, Hugh Genoe and William Fowden—the first for a term of three years, the second for two years and the third for one year. Their successors will be appointed for three years.



## Atlantic City Hotels.

1839 to 1904.



IN no other city does the hotel interest predominate to such an extent as in Atlantic City, nor is there any place in the world where such a large amount of money is invested in the hotel business. As early as 1839 gentlemen came from Philadelphia to Absecon Beach to sun or to bathe. At that time the only boarding place was the cottage of Mrs. Millie Leeds, familiarly known as "Aunt Millie." Her husband, Jeremiah Leeds, died in 1838, and the succeeding year she enlarged her house, secured a license, and for twelve or fifteen years conducted the only inn on the island near the beach. This was before the railroad was built, and the people were obliged to make the journey to the shore in stage coaches. There was another public house on the island at that time, built in 1815, located near where the bridge now crosses the Thoroughfare at the turnpike. It was standing there unoccupied until 1902, when it was moved nearer the Thoroughfare and converted into a boat house by George A. Crawford.

When the first railroad was built there were other public houses, one of which was the Bedloe House, at the corner of Atlantic and Massachusetts avenues. This old

## ATLANTIC CITY HOTELS.

**Bedloe House Erected.** house was standing on its original site until April, 1902, when it gave way to the march of improvement. It was built by Thomas Bedloe, an Irishman, who had pluck and business capacity. He came here from Philadelphia when he learned that a railroad was to be constructed from Camden to the seashore. That was in 1852. A year later work had begun on the grading and Bedloe came to Atlantic City, bringing enough money with him to erect the Bedloe House. The material used in the structure was brought here in schooners. Bedloe had the hotel ready



Congress Hall in 1880.

for the entertainment of visitors the day the railroad opened. Mrs. Bedloe helped in its management.

The Bedloe House was a favorite place with Philadelphians, who came to the resort in the palmy days, when visitors did not demand baths, electric lights and ice water on tap in their rooms. Bedloe flourished and invested what profits he made in land, and when he died he left considerable property. The hotel was one of four at the intersection of Atlantic and Massachusetts avenues. The other corners were occupied by the Alhambra, which later

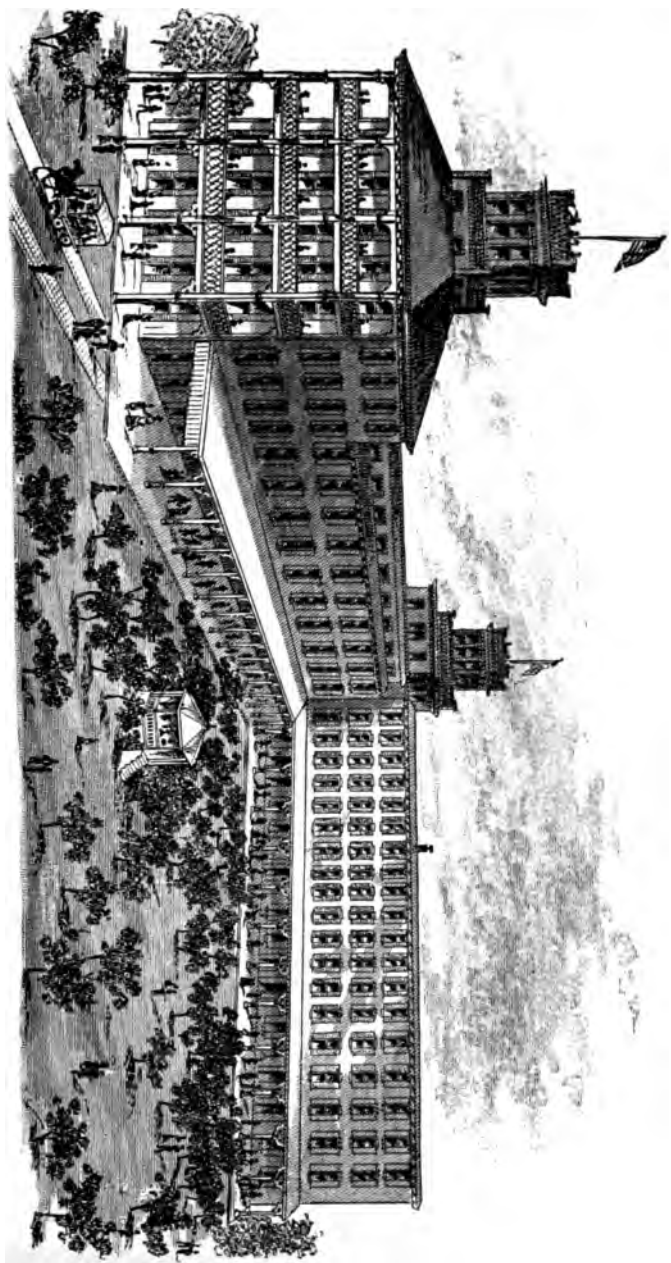
## HESTON'S ANNALS.

**Schaufler's Hotel** became the Albion; Cottage Retreat, and Garden. which was afterwards enlarged and became the Metropolitan, and was founded by the McClees family, and Penn Mansion, which was built on the other corner and which passed away in 1898.

The Centennial year in Philadelphia brought about the first of the big booms that increased the value of land and also created more hotels than were needed by the resort to accommodate its patrons. Everybody was imbued with the idea that a million of strangers who would go to the Centennial would surely come to Atlantic City. There was a feverish excitement to have hotels and rooms enough to gather in the wealth. But the estimates were all wrong. Instead of visitors flocking to the resort they remained away and caused one of the hardest years ever experienced.

Schaufler's Hotel and Garden, one of the old-time landmarks of the city, passed into history in the latter part of 1899. The first building, on the corner of North Carolina avenue, was erected shortly after the United States Hotel, which came into existence in 1854. The concert garden became a feature of the city in the seventies. Music was an attraction from the beginning, and fashionable people patronized it until the beach created attractions that rivalled those offered by the garden. Until 1895 a full military band was maintained throughout the season. In its day the hotel was a headquarters for excursion parties, and especially the Germans. At one time it was considered that a visitor had not completed his round of sight-seeing until he had experienced the pleasure of a night in the Bohemian atmosphere of the garden. The place was conducted for many years by Alois Schaufler, who sold it about 1880 to Schlect & Mehrer, the former being Mr. Schaufler's son-in-law. The amusement tide turning very decidedly beachward, with the advent of the piers and improved Boardwalk, Schaufler's became a thing of the past. It was bought by a real estate and investment company, and the ground turned into building lots.

The story of this hotel is not complete without refer-



United States Hotel—Erected in 1854; Removed in 1892.  
Reproduced from an old Lithograph.



## ATLANTIC CITY HOTELS.

**United States Hotel.**      ence to the bell which hung on a post at the corner of North Carolina avenue. This bell was rung in all seasons of the year every time a new keg of beer was tapped. The city came to recognize its notes as a call to the bar for fresh beer, and many were the occasions on which the older citizens gathered to the hotel when the bell sounded to drink a glass of lager to the health of Proprietor Schauler. The bell remained until the last, but its usefulness ended when the business grew to such proportions that it was quite impossible to ring the bell at each tap, without keeping an employe constantly at the rope.

Another landmark which disappeared in the early part of 1900 was the United States Hotel, at the corner of Pacific and States avenues. The big caravansary was partially erected before the city was incorporated. It opened at the time the first railroad was opened. The original hotel stood in the centre of the square bounded by Atlantic, Delaware, Pacific and Maryland avenues. While the population of the island was not large, back in the fifties, the years in which several large hotels were erected, the citizens were imbued with great ideas, and attempted to carry out improvements on a scale more suited to the present time. The first wing, with a cupola on each end, was built, when the funds of the builders gave out, and they found they could not borrow enough money on the enterprise to carry out the project, because investors did not have faith in the city. Michener & Neleigh held the hotel but two years, when they retired in favor of Brown & Woelepper, lumber merchants, of Philadelphia. They furnished most of the material that was used in it, and were compelled to take the hotel in payment of the bills. They were not hotel men, but owing to the fact that they could not rent the big property to an advantage, they undertook its management. Strange as it may seem, from the first the hotel paid a dividend, and as the popularity of the town increased the elephant, which they at first thought would be their ruin, ended in yielding them a fortune, and, in fact, saved them from financial trouble in their Philadelphia business, which had become over-

**Summer Politics** loaded with property taken in payment **at the States.** of bills contracted by over-zealous Philadelphia builders.

The first wing built was that which faced on Maryland avenue. Brown & Woelepper found the hotel business so profitable that in the early sixties they built the Atlantic avenue wing. With the exception of one year it was managed by the old firm, until, in 1892, the property passed into the hands of John S. Davis and Elwood Jones, who cut the land up into cottage sites and moved the hotel to the Pacific avenue side of the square. The original wing of the hotel contained 125 rooms, and the Atlantic avenue addition added a hundred more rooms.

In its early history the "States" entertained many of the most prominent visitors to Atlantic City. Senator Don Cameron, when political master of Pennsylvania, planned many of his campaigns in the spacious parlors of the old "States." In fact, for years it was a headquarters for the big politicians of Pennsylvania. Senator M. S. Quay received his first political lessons in modern politics from old Simon Cameron in the hotel, and many other celebrities in the political world stopped there. It was called by the Keystone papers for years the Summer Capitol of Pennsylvania. It was here that President Grant, with his party, had their headquarters when he visited Atlantic City on July 25, 1874. The celebrated Potter Committee, composed of Messrs. Butler, Cox, Morrison, Blackburn, Springer, Reed, MacMahon, Cobb and Hunter, held a session here in the summer of 1878. General, afterwards President, Garfield, Eugene Hale and Senator Edmunds being among the witnesses who testified during that session. It was a four-story L-shaped, frame building, with wide porches all around it, those in front supported by immense pillars reaching to the roof. The house was surrounded by a grove of trees, and spacious grounds stretched on all sides of it. It was the resort of the elite of early Atlantic City visitors. A horse car conveyed the guests down a single line of track on States avenue to the beach for bathing, etc.

The hotel, when sold to Davis & Jones, was raised, and the only part not incorporated in the remodeled building

## ATLANTIC CITY HOTELS.

**Col. Hinkle and Congress Hall.** was a section which still stands on the corner of Atlantic and States avenues.

Shortly after the "States" showed that under proper management there was a profit in the business of entertaining visitors, several other buildings of considerable



George W. Hinkle.

dimensions were undertaken. Congress Hall followed the "States" in the field. It was erected by Thomas C. Garrett, who was Tax Collector for several years, and who also served one year as Mayor of Atlantic City. Congress Hall did not pay under his direction, and he sold it to George W. Hinkle, who was at its head until his death, December, 1883. While owner of the hotel Mr. Hinkle extended the property down Pacific

avenue to Congress alley. It passed from the Hinkle estate into the hands of Mr. Mattson Coons, of Philadelphia, and was finally bought by Lewis P. Scott and William A. Bell, of this city, who removed the building and sold the land as building sites.

This hotel, in its palmy days, when kept by Mr. Hinkle, a model boniface, was one of the most popular houses in the city. It was a centre of fashion during the summer months, and held its patronage until the newer hotels, with more modern improvements, came into the field, which caused its business to dwindle away. Mr. Hinkle is still affectionately remembered by the old-time patrons of Congress Hall. His son, S. Cameron Hinkle, is a well known counsellor at law in Atlantic City.

A smaller house, called the Cottage Retreat, afterwards the Metropolitan, already named, was also doing a good



## HESTON'S ANNALS.

**Mansion House Erected.** business before the completion of the railroad to this city. The year following, 1855, the Surf House was built. It was set in the centre of the square bounded by Atlantic, Kentucky, Illinois and Pacific avenues. The property was purchased by the late Daniel Morris and Pierce Archer and converted into building lots, which resulted in making both the investors wealthy.

The last among the older hotels that was doomed to be torn down was the Mansion House, at the corner of Atlantic and Pennsylvania avenues. Time was when Atlan-



Mansion House in 1885.

tic avenue was the principal hotel avenue of the resort. All the leading hostelrys faced thereon. But with the growth in popularity of the beach front and the increasing demands of business houses which segregated on the main highway of the city, the hotels were forced to give way. The Mansion was built about 1853 by the Misses Lizzie, May, Sallie and Julia Lee. The main building, which faced on Atlantic avenue, had all the characteristics of the original hotels of the resort. The ceilings were low and the building was a plain square structure. The sisters ran the hotel for a number of years, but gave way in the

## ATLANTIC CITY HOTELS.

**Last of the** seventies to the firm of Obermyer & **Old-Time hotels** Grinn, who could not make it pay, and they were succeeded in 1881 by Charles McGlade, who became its proprietor. Under his energetic management the hotel flourished for fifteen years. He made a plucky fight against the attractions of the beach, but the time came when the business was seriously affected by new houses which came into the field, with modern styles and comforts. Mr. McGlade met all advances and introduced every convenience, spending as much money in spasmodic improvements as would have paid for a handsome hotel of the most modern character. When he took hold of the Mansion the total number of rooms was 100, and when he left it there were 220 rooms. In 1896 the Algonquin Hotel Company became its proprietors. The Atlantic City National Bank bought the property from Miss Julie Lee in 1900, with the object of having the site cleared of the buildings and erecting a bank building on the corner. Mr. McGlade moved to Philadelphia, and died there in 1902.

### REMINISCENCES OF CHARLES EVANS.

While in a reminiscent mood, after passing title to the Seaside House, on October 31, 1903, Mr. Charles Evans said:

"Thirty-six years ago I came to Atlantic City from a farm near Swarthmore, Delaware County, Pa. I borrowed \$5,000 to become half owner in the Seaside House, then a thirty-room, plainly built house. It stood on the hill where the Holmhurst is now located. It was built by David Scattergood, in 1861. My partner was Casper W. Haines, another farmer, and also Quaker like myself. He left a farm in Medford, N. J. He was not then married and I was a widower. We started in without experience in hotel management, but managed to make it a paying investment. We paid \$25,000 for the property. The lot had a depth of 150 feet and it ran from the site of the Holmhurst to high water mark, which at that time was not over fifty feet from the house. This was in 1867.

"Then there were only a few hotels here, including the Surf House at Kentucky avenue, which we could see from the piazza of the Seaside House, with a few scattering houses between. There was also the United States Hotel, Congress Hall, Mansion House, Ocean House, and Hotel Dennis. Hotel Dennis was purchased the same year by Joseph H. Borton. All the other hotels have come into existence since that time and the changes have been wonderful.

"The Seaside was too popular for its size and in 1872 we decided to make an addition. The old house had about 30 rooms and we added 35 more. The expense was \$18,000. The same year the Whitall cottage was sold and we bought it in for \$9,000. It stood

## HESTON'S ANNALS.

### Beach Front Hotels

where the Lehman House is now located. The lot ran down to high water mark, which was but a short distance away. In fact, the water came up to the cottage at times. The gradual recession of the sea left us the land, which became very valuable as the city grew in population.

"We then controlled both sides of Pennsylvania avenue, and in 1880 the land company tried to take away from us the accretions. We beat the land company and in 1887 I moved the hotel eight hundred feet nearer the beach, to its present location. That was the last move of the building. I had previously bought out the interest of my partner from his widow. In 1900 I enlarged the hotel and rebuilt it at a cost of \$150,000. It now has about 150 sleeping apartments.

"I intend to remain in Atlantic City, although I will not be held here as closely as when I had the house to manage. I am the last one left of the old hotel circle. Joseph Dorton is the only other hotel owner at that time who is now living."

Mr. Evans sold the Seaside House, in 1903, to William H. Bartlett and George T. Lippincott for \$500,000. It comprised only a portion of what the two young partners, Evans and Haines, purchased for \$25,000 in 1867. He had previously sold off land on the upper side of Pennsylvania avenue which, with his private residence, above the Seaside House, was worth, in 1903, at least an additional \$300,000, making a total of \$800,000 on an investment of \$25,000 thirty-six years before.

Mr. Evans has been president of the Atlantic City National Bank since it started in 1881 and has been identified with almost every corporation and interest in Atlantic City. Although retiring from active hotel management he retains his interest in the resort.

The hotels of Atlantic City continued to grow in number and in elegance of appointment, until to-day they are veritable palaces, embracing every convenience known to modern hostelries. The Bedloe House, with its twenty or thirty rooms, furnished in the stiff, old-fashioned, straight-back furniture then in vogue, would not compare with the magnificent hostelries that line the beach front of Atlantic City to-day.

Until 1876 the Atlantic City hotels, with one or two exceptions, were open only from June to September, but now most of them remain open throughout the year. During the Lenten season, to secure accommodations at one of the beach front houses, as the Brighton, Marlborough, Dennis, Shelburne, Chelsea, Traymore, Windsor, Chalfonte, Seaside, Haddon Hall, Rudolf and others, it is necessary to make arrangements several weeks in advance. At Easter-tide every hotel open is booked to its greatest capacity.

### ATLANTIC CITY HOTELS.

**Seven hundred Seashore hotels.** The hotel men spend thousands of dollars annually in advertising this resort in all the large cities of the United States and Canada. They have been foremost in the effort to secure better streets, lighting, adequate water supply and ample protection against fire, and to appeals for contributions to any worthy cause they have always responded with alacrity.

The great beach front hotels, overlooking the sea, are among the best in the land; few, indeed, excel them. Millions of dollars have been expended upon them, and they



Surf House, Atlantic City, about 1875.

embrace all the latest improvements, devices and safeguards. The rates are graded to suit all classes. The larger houses satisfy the most fastidious, while the smaller hotels and boarding cottages accommodate comfortably and cheaply those who are less exacting in their demands. In fact, the sheltering capacity of Atlantic City has never failed. Two hundred thousand people have been cared for comfortably in the seven hundred hotels, boarding houses and cottages.

*HESTON'S ANNALS.*

**Old Time**

In other parts of Atlantic County, excepting Ventnor, Longport and Egg Harbor City, the hotels are "inns and taverns," licensed by the County Court. The number of these licensed places at this time (1904) is twenty-seven, or just nine less than sixty years ago. In 1844 there were thirty-six licensed hotels in the county. They all made a good living selling whiskey or apple-jack at 5 cents a drink, meals at 25 cents, lodging for 25 cents and the same



Old Mill at Batsto.

for horse feed. In Weymouth Township there were seven taverns—three at Estellville, three at Tuckahoe and one at Head of the River. In Hamilton Township, which then included Buena Vista, there were nine—three at Mayslanding, one at Gravelly Run, two at Emilville, one at Downstown, one at Buena Vista and Campbell's, now the well-known Doughty Tavern. In Mullica Township there were six—three known as "the road taverns," two at Pleasant Mills and one at Columbia. In Galloway Township there were six—one at Port Republic, one about a mile and a half from that place, one at Smithville, one at Leedspoint and two at Absecon. In Egg Harbor



Twilight on the Boardwalk.



### *ATLANTIC CITY HOTELS.*

**County Taverns** Township there were eight—one at **of To-day.** Leedsville (now Linwood), two at

Somerspoint, one at Bakersville, one at Bargaintown, one at English Creek, one "up the river," kept by Richard Scull, and one called "The Buzzard." This was the leading hotel in the county, and it derived its name from the fact that painted on the sign was a large bird, intended for an eagle, but which looked like a buzzard. This hotel was located near Pleasantville.

At the present time the licensed hotel keepers in the county, including Brigantine and excluding Egg Harbor City, are as follows: James Baker and George W. Norcross, Mayslanding; John Hagenbotham, Harry H. Vansant and Rebecca Vickers, Somerspoint; Robert C. Ewan, Richland; John C. Price and Sylvester R. Evans, Absecon; Daniel H. Grey, Linwood; W. Wiese and William Generotzky, Pomerania; Joseph Guiffra, Andrew Martinelli, George Ravior, Herman Menger, Charles B. Kind and Savino Cimino, Buena; Galtano Querques, Landisville; Lewis H. Barrett, Pleasantville; Charles H. Smith, Brigantine; Charles H. French, Egg Harbor Township; George Reichert, Risley; William B. Dennis, Steelmanville; Isaac B. Parsons, Bayside; Charles H. Parker, Mizpah; Daniel Marshalee, Dorothy; John McConnell, Northfield.



**Roman Catholic Church at Pleasant Mills.**



## Medical Profession in Atlantic County.

1765 to 1904.



IN THE early days the doctor was practically unknown in New Jersey. Gabriel Thomas, writing in 1698, says: "Of lawyers and physicians I shall say nothing, because this country is very peaceful and healthy. Long may it so continue, and never have occasion for the tongue of the one nor the pen of the other, both equally destructive of men's estates and lives."

It has been said that the first doctors in New Jersey were women, and, as we have seen, Historian Thomas says the country was very healthy. These two statements agree nicely, for having a very high opinion of woman-kind, we may well believe the women were such good doctors that the people were seldom sick.

One Charles Gordon, writing from New Jersey about the middle of the eighteenth century, to his brother, Dr. John Gordon, in England, said: "If you design to come hither, you may come as a planter or merchant; but as a doctor of medicine I cannot advise you, for I hear of no diseases to cure, but some agues and some cutted legs and fingers."

A few years later, however, with a considerable increase in the population, it was found that there was not enough of those "women doctors" to give the proper neighborly assistance in time of sickness, and the old-fashioned physician came upon the field to minister to the physical infirmities of the people. By the year 1766 the number of these in New Jersey was sufficient to warrant the formation of a society for mutual edification, and in that year the first State Medical Society in this country was founded in New Jersey.

### *MEDICAL PROFESSION IN ATLANTIC COUNTY.*

**Dr. Collins, First Co. Physician.** That some of these old-time physicians were scrupulously honest is shown by a doctor's bill which is preserved among the archives of the New Jersey Historical Society. Beneath the charges for professional services is this item: "Contrary credit for Medsons brought back."

In 1765, one year before the organization of the State Medical Society, Richard Collins, a native of Ireland, settled in that part of old Gloucester which afterwards became Atlantic County. Dr. Collins was the first physician resident in this county. He had left his wife in Ireland until such time as he could make proper provision for her in the wilds of West Jersey. Dr. Collins purchased a tract of land in Galloway Township, the location of which has since been known as Collins' Mills. He soon sent for his wife, but received no tidings of her, and after repeated efforts to communicate with her, supposing her to be dead, he married Miss Griffin, of Pennsylvania. Not long thereafter he learned that his wife was still living, and the mother of a blind daughter, the result of their marriage.

Dr. Collins made what reparation he could by sending for his wife and child, and ever afterward providing for them. He was a Roman Catholic, but settling among Quakers, he soon adopted their mode of speech and dress. Speaking of his three sons by his second marriage, he once said: "I have raised one Methodist, one Quaker and one Universalist, but some of these days I will make a short cut and beat them all to heaven." His son John became a Methodist preacher, and was the founder of Methodism in Cincinnati, Dayton and other parts of Ohio. After being some time in the West, he became solicitous for the spiritual welfare of his father, and came home on a religious mission. Some days after his return, Dr. Collins said to his son: "John, we are all glad to see thee, but I don't like thy religion." After some reflection, John resolved to spend the whole of the ensuing night in prayer for his father. Accordingly, at nightfall, he retired to the barn, that he might not be interrupted. Here he engaged in fervent prayer until about ten o'clock, when his sister opened the door and

### HESTON'S ANNALS.

**Ezra Baker** and **Jonathan Pitney** discovered him in the attitude of prayer. She said he had been sought for in various places, and added that his father was suffering the greatest mental agony and wished to see him. With a glad heart John hastened to his father, and, embracing him, wept and prayed with him. We are told that "the father was filled with peace, joy and triumph." He died a Methodist in 1808. His youngest son, Matthew, was Collector of Customs for the district of Great Egg Harbor from 1807 to 1809. His second son, Levi, died in 1813, and left numerous posterity in the county.

About 1799, Dr. Ezra Baker moved to Absecon from Tuckerton, and was subsequently elected to Congress from this district. He was also Collector of the Port of Great Egg Harbor from 1813 to 1817. The next year, accompanied by two of his sons, both physicians, he moved to the "Wabash country" in the West, and all three engaged in the culture of the castor bean for the New Orleans market. They became quite wealthy.

About 1800 there were two other physicians at Absecon—Thomas Renard and Ephraim Sawyer. The former died without heirs and the latter moved to Tuckerton. Dr. Sawyer was said to be a descendant of Miles Standish. He was born in Connecticut in 1774, and died at Tuckerton in 1829. Succeeding these two were Dr. Levi Rodgers, in 1802, and Dr. Thomas W. Peck, in 1807. In 1813 there was an epidemic of typhoid fever along the shore, in the treatment of which Drs. Rodgers and Peck were eminently successful.

In 1819, Dr. Jonathan Pitney also located at Absecon, having moved thence from Morris County, and for a period of fifty years he was the leading physician in the county. It has been claimed that Dr. Pitney was the founder of Atlantic City. He frequently visited the island before the coming of the railroad, and when the project of building a railroad and founding a city was broached, he gave it his encouragement and assistance. His greatest service to Atlantic City was his perseverance in the matter of securing the location of a government

## MEDICAL PROFESSION IN ATLANTIC COUNTY.

**Atlantic City's** lighthouse on this beach. His efforts **First Physician.** were at last crowned with success in 1857.

In 1824 Dr. Mahlon Canfield, of Morris County, located in Absecon at the solicitation of Dr. Pitney, and two years later married Miss Caroline Seward, a sister of Lincoln's Secretary of State. In 1827, on account of a disagreement with Dr. Pitney, he moved to Smithslanding, and two years later to Bargaintown. In 1839, Mrs. Canfield died and a year later the doctor moved to Mayslanding. Subsequently he returned to Morris County.\*

Contemporary with Dr. Canfield was Dr. Lewis S. Somers, who began practicing in his native town, Somerspoint, in 1832. He was very successful, but removed to Philadelphia in 1839, and died there in 1869. Succeeding physicians, up to the time of the formation of Atlantic County, in 1837, were Dr. Joseph A. Stout, of Somerspoint; Dr. John J. Jessup, of Somerspoint; Dr. Lorenzo Fisler, of Mayslanding; Dr. John Budd, of Mayslanding; Dr. Julius S. Taylor, of Mayslanding; Dr. Charles Gill, of Mayslanding, and Dr. Richard Sherman Parker, of Port Republic.

At this time (1904) there is not a village in the county that has not at least one resident physician, while Atlantic City is well supplied with both allopaths and homeopaths of the highest standing. The first resident physician in Atlantic City was Dr. Lewis Reed, who came here from Millville in 1857, and in 1858 was elected Mayor. He served four years in that office, and in 1861 was appointed Postmaster. He died in 1897, aged 92. His son, Thomas K. Reed, was for many years the leading physician of Atlantic City, being also public spirited and actively engaged in every movement for the advancement of the city. Dr. "Tom," as his intimates

\* The marriage of Chester Alan Arthur, son of the former President, to Mrs. Myra Fithian Andrews, in May, 1900, was another alliance of a South Jersey family with one that was prominent in national politics. Mrs. Arthur, formerly Miss Myra Fithian, was the daughter of Joel A. Fithian, a native of Cumberland County. The Fithian family is one of the oldest and best known in that county, especially in Bridgeton and Greenwich. Joel A. Fithian went from Cumberland County to New York, became identified with the Tweed-Connelly ring, married the daughter of Richard Connelly, and became quite wealthy. He had an office at 17 Wall street, New York, but afterwards moved to Paris. His daughter, the present Mrs. Arthur, was educated in Paris. She occasionally accompanied her father to Bridgeton when a girl.

## HESTON'S ANNALS.

**Thomas H. Reed** still call him, being possessed of a com-  
**Leading Doctor.** petency—the fruit of his own energy  
and skill—is passing the remaining  
years of his life in delightful ease at his home, 24 North  
Pennsylvania avenue, not missing, however, a winter trip  
to Florida each year, to fish, to bathe, to bask beneath the  
semi-tropical sun. Of this Nestor of Atlantic City phy-  
sicians the poet may well say:

"O blest retirement! friend to life's decline—  
How blest is he who crowns, in shades like these,  
A youth of labor with an age of ease!"

### ATLANTIC COUNTY MEDICAL SOCIETY.

The Atlantic County Medical Society was organized June 7, 1880, and in the twenty-four years of its existence has been an important factor in bringing together the members of the fraternity and elevating the standard of the profession in South Jersey. Founded by learned and earnest men, who had the honor of their calling and the welfare of the people at heart, they have labored with commendable zeal, not only individually in their practices, but as a body in influencing public opinion and legislation, for the bettering of sanitary conditions and the faithful performance of laws enacted to that end. Atlantic City especially owes much to them for its fame as an ideal health resort, for it was essential that with its splendid environment and health-giving climate it should also be guarded by those wise precautions of experience against "the ills which flesh is heir to," which would otherwise have crept in a thousand insidious forms into this Eden of health and pleasure. In all efforts of public improvement and welfare they have been first and foremost. In the reception and entertainment of their medical brethren on many auspicious occasions they have shown that thoughtful courtesy and hospitality which have become proverbial.

The following is a list of the presidents of the Society since its organization:

#### PRESIDENTS OF ATLANTIC COUNTY MEDICAL SOCIETY.

- 1880—J. B. Somers, Linwood.
- 1881—F. H. Madden, Absecon.
- 1882—Boardman Reed, Atlantic City.
- 1883—Edward North, Hammonton.
- 1884—D. B. Ingersoll, Mayslanding.
- 1885—E. A. Reiley, Atlantic City.
- 1886—John E. Sheppard, Atlantic City.
- 1887—Theophilus H. Boysen, Egg Harbor City.
- 1888—Edward North, Hammonton.
- 1889-91—William M. Pollard, Atlantic City.
- 1892—J. A. Joy, Atlantic City.
- 1893—B. C. Pennington, Atlantic City.
- 1894—T. P. Waters, Absecon.
- 1895—H. C. James, Mayslanding.
- 1896—Philip Marvel, Atlantic City.
- 1897—W. Blair Stewart, Atlantic City.
- 1898—A. D. Cuskaden, Atlantic City.
- 1899—W. Blair Stewart, Atlantic City.
- 1900—Walter Reynolds, Atlantic City.
- 1901—Theophilus H. Boysen.
- 1902—William E. Darnall.
- 1903—Theodore Senseman.
- 1904—Theodore Senseman.

## MEDICAL PROFESSION IN ATLANTIC COUNTY.

### **The Academy of Medicine.**

During the fall of 1896 it was felt that there was a place in Atlantic City for a society for social and professional intercourse among the members of the medical profession—old school. The need of a closer union professionally and a more fraternal bond of relationship seemed apparent.

About twenty physicians accordingly responded to a call for a meeting, and the Academy of Medicine was formally installed at the old Atlantic City Sanatorium. Dr. William M. Pollard was elected its first president. Its meetings were held at the Atlantic City Hospital until 1902, when, owing to the crowded condition of that institution, it was thought wise to meet elsewhere. In addition to the work of local members and reports of any cases of interest, it is customary to have an address or paper by some out-of-town physician of prominence. Among those who have thus honored the Academy have been Drs. J. C. Wilson, Charles K. Mills, Alfred Stengel, Barton Cooke Hirst, Boardman Reed, J. M. Barton, C. L. Leonard, Judson Daland, Wilmer Krusen, F. Savary Pearce, J. M. Anders, Ernest LaPlace and Professor J. C. Gifford, of Princeton.

The honorary membership embraces such names as those of Drs. Charles K. Mills, J. M. Anders, Boardman Reed, J. C. Wilson, Ernest LaPlace, Alfred Stengel, Samuel G. Dixon, president of the Academy of Natural Sciences of Philadelphia, and Professor J. C. Gifford, of the State Forestry Association.

The Academy fills a most useful place in Atlantic City in the advancement of medical knowledge and the promotion of scientific research, and thus keeps its members fully abreast of whatever is newest in the profession, while the pleasantries and good stories told about the festive board, which always follow the "feast of reason," do much toward promoting harmony and continuing good-fellowship among the local members of the profession. The presidents of this Academy have been as follows:

#### PRESIDENTS OF ATLANTIC CITY ACADEMY OF MEDICINE.

1899—W. Blair Stewart.  
1900—W. Blair Stewart.  
1901—Edward A. Reiley.  
1902—B. C. Pennington.  
1903—B. C. Pennington.  
1904—A. D. Cuskaden.

#### HOMŒOPATHIC MEDICAL CLUB.

On the evening of May 17, 1897, in response to an invitation sent to all the homœopathic physicians of Atlantic County the following physicians met at the office of Dr. M. D. Youngman, in Atlantic City: Drs. Bull, Bieling, Balliet, Baily, Crosby, Corson, Fleming, Redman and Sooy, of Atlantic City; and Gardner, of Absecon. After discussion, they determined to band themselves into a club for the advancement of homœopathy and the mutual advantage of each member. A constitution was adopted, name selected and the following officers elected to serve until the annual meeting in January: President, John R. Fleming; secretary, John L. Redman; treasurer, L. D. Balliet.

The club holds its meetings monthly, except during the months of July and August, at the houses of the various members, at which meetings papers are read and discussed and their treatment brought to the notice of the members.

## HESTON'S ANNALS.

**Homeopathic Club Organized.** In April, 1897, just one month after the organization of the club, Drs. Baily, Bull, Fleming, Crosby, Munson and Youngman were appointed a committee to attend a meeting of the American Institute of Homeopathy at Buffalo in June and invite that body to meet in Atlantic City in 1898. The committee did their work, secured a club room at the Genesee Hotel, which they decorated, and had the pleasure of seeing many of the Institute members in their room. But the Institute pleaded a previous engagement and went to Omaha. To the Omaha meeting the club sent another invitation, which was unanimously accepted, and in June, 1899, the club had the pleasure of entertaining the Institute in Atlantic City.

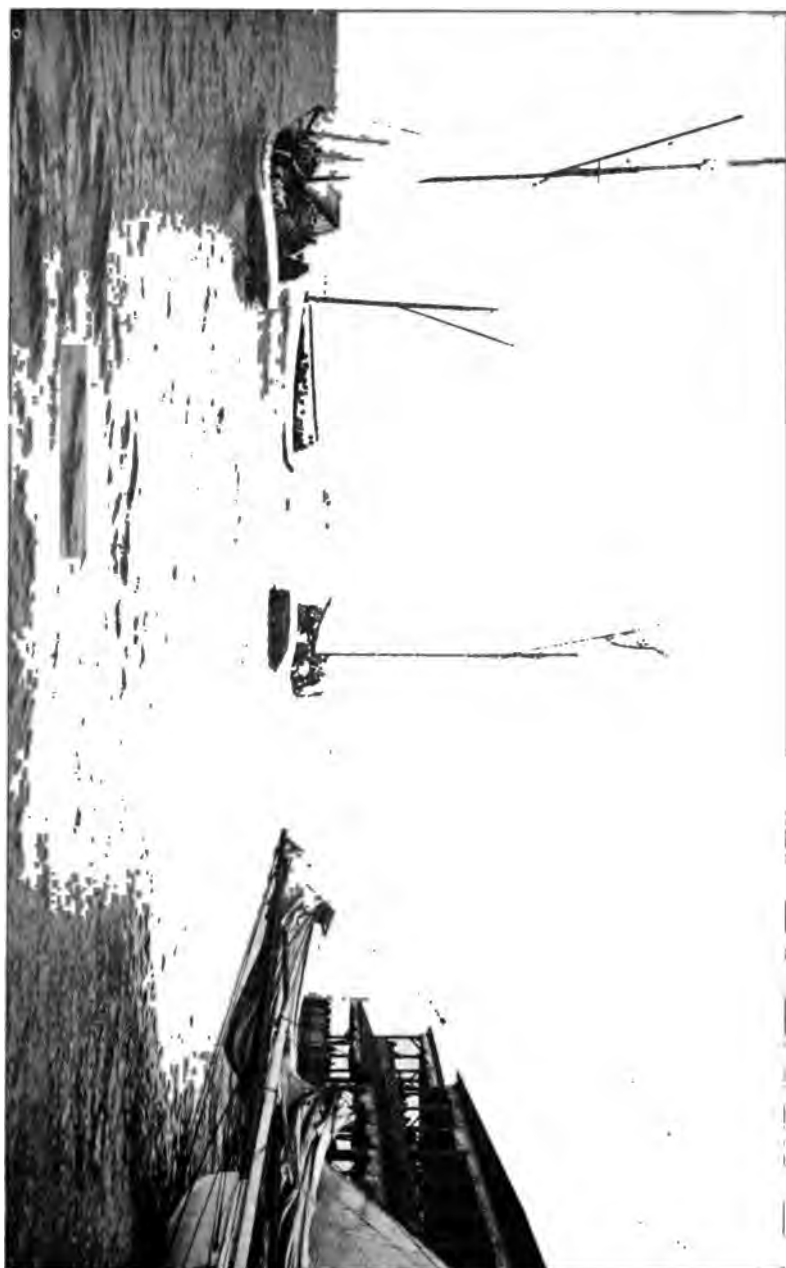
The club now numbers nineteen members, including Drs. Fleming, Bailey, Bewley, Balliet, Munson, Sooy, Corson, Gardnier, Westney, Crosby, Lyon, Hughes, Bowman, Jackson, Beckwith, Wescoat, Stickney, Hood and Miller. The presidents of this Club have been as follows:

### PRESIDENTS OF ATLANTIC CITY HOMEOPATHIC CLUB.

1899—John R. Fleming, (organizer).  
1900—John R. Fleming.  
1901—George W. Crosby.  
1902—William G. Gardnier.  
1903—Walter C. Sooy.  
1904—L. Dow Balliet.



Barns on Richards Homestead, Batsto.



An Afternoon Sail—starting from the Inlet.





## Bench, Bar and Jury.

1837 to 1904.



WHEN the first court was held in the new county of Atlantic, on July 25, 1837, the population of the county was about 8,000. Lawyers and litigants outside of Mayslanding came by stage-coach, private conveyance or on horseback. The only regular means of conveyance in the county at that time was the stage coach, which started from Absecon, thence to Bargaintown, to Mayslanding, to Waterford, to Long-a-coming (now Berlin), and thence to Haddonfield and Camden.

This first Court of Quarter Sessions was conducted by six justices of the peace—Joseph Garwood, Benjamin Weatherby, Joseph Endicott, John Godfrey, Daniel Baker and Jesse H. Bowen—at the hotel of John Pennington. The first court in the “new” court house was held in December, 1838. This building, several times improved, is now the “old” court house, which the Board of Freeholders has officially condemned.

Chief Justice Hornblower presided at the second term in October, 1837. At this term, and for many years afterwards, the more important cases were tried by attorneys from Camden, Woodbury, Bridgeton, Mount Holly and other places. These distinguished counsellors included Abraham Browning, of Camden; L. Q. C. Elmer\* and John T. Nixon, of Bridgeton; Robert K.

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\*Hon. Lucius Q. C. Elmer, LL. D., jurist and author, died at his home in Bridgeton, on March 11, 1880. It is related that when the late Rev Dr. Brodhead went to Bridgeton, to become pastor of the First Presbyterian Church, he called upon the venerable jurist, who was a member of that church.

In the course of their conversation the judge asked the new minister where he was born. Supposing the judge, like all the other Elmers in Bridgeton, was a Republican, the divine replied: “I was born in Pike County, Pa., the home of Democrats and rattlesnakes.”

This was a lapsis lingua which the judge enjoyed, and he replied good-naturedly: “Well, I’m a Democrat myself, but I never had any love for either

**First Resident County Lawyer.** Matlock, of Woodbury, and Jeremiah Sloan, of Mount Holly. Both Mr. Elmer and Mr. Browning afterwards became Attorney-Generals of the State, and in 1852 Mr. Elmer was appointed a Justice of the Supreme Court.

Mr. Nixon, son-in-law of Judge Elmer, was elected to Congress and was appointed Judge of the United States District Court by President Lincoln.

The first resident lawyer was Elias B. Caldwell, who came from Newark. He came to this county in 1837, and lived at Mayslanding until his death in 1847. While sick in bed he accidentally set fire to the curtains and inhaled the flames. He died a few days afterwards. Other lawyers living at the county seat at that time and afterwards were: Joseph E. Potts, Robert B. Glover, Francis J. Bragnard, George S. Woodhull, William W. Thompson, Joseph E. P. Abbott, Charles T. Abbott, Lewis Humphreys and William Moore. Of these, J. E. P. Abbott is the only one living, he being the "father" of the Atlantic County bar. He was appointed Prosecutor by Governor Voorhees in 1898. George S. Woodhull served as Prosecutor from 1850 until 1866, when he was appointed a Justice of the Supreme Court. He had previously moved to Camden. Mr. Thompson was the father of Joseph Thompson, who was in turn Prosecutor, County Judge and Mayor of Atlantic City.

Harry L. Slape, a native of Salem County, located in Mayslanding in 1876, and two years later moved to Atlantic City, being the first resident lawyer of this city. He was subsequently elected Mayor of Atlantic City, and served several terms as City Solicitor. He died in 1887. Other lawyers located in Atlantic City, previous to 1884, in the following order:

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copperheads or rattlesnakes." The judge was an ardent patriot during the Rebellion, and the son of a Revolutionary general.

Of another member of the Elmer family, Judge Daniel Elmer, father of the late Hon. Charles E. Elmer, it is related that years ago, when he was holding court in Bridgeton, a half-breed from one of the lower townships, who somehow was on the panel of jurymen, was in the box with eleven other good and true men.

During the trial the half-breed (Tom Blizzard by name) whispered to another jurymen that he was going outside, and he started to leave the court room, when Judge Elmer called him before the bar and reprimanded him for daring to leave the box without permission. Shaking his finger in the face of the judge, Blizzard said: "Jedge, you just 'tend to your business and I'll 'tend to mine. I'm going out,"—and out he went, to the amazement of the Court and the amusement of the attendants.

*BENCH, BAR AND JURY.*

**Storm Tide** George T. Ingham (deceased),  
**Land Suit of '82.** Joseph Thompson, August Stephany  
(deceased), Samuel D. Hoffman  
(ex-Mayor), Allen B. Endicott (Circuit Judge), Samuel  
E. Perry and James B. Nixon. The last named is now  
a Methodist minister.

One of the most important suits ever tried in Atlantic County was that which involved the title to valuable beach front lands in Atlantic City. It was generally known as the storm tide suit. The Camden and Atlantic Land Company claimed title to valuable "made" lands along the beach front. Their claim was disputed by Edwin Lippincott, Charles Evans and John F. Starr, whose property was involved by this claim. Suit was brought in 1882, at Mayslanding, before Judge Alfred Reed. The land company was represented by such distinguished counsel as Cortlandt Parker, of Newark; Barker Gummere, of Trenton; William Moore and Alexander H. Sharp, of Mayslanding. The test suit was brought against Edwin Lippincott, owner of the lands on the upper side of North Carolina avenue. He was defended by equally distinguished counsel—Peter L. Voorhees and Samuel H. Grey, of Camden; Frederick Voorhees and Thompson & Endicott.

The trial brought out the following facts: In 1856 the land company sold to Thomas Mills a tract of land on the east side of North Carolina avenue, bounded by Pacific avenue on the north, and "extending south a distance of 320 feet, be the same more or less, to storm tide mark of the Atlantic Ocean; thence along the said storm tide mark, on a course northeast, for a distance of one hundred and fifty feet, be the same more or less, to the west side of a twenty foot street." &c. Title descended from Mills to Lippincott, after the former had sold to other parties lands fronting on Pacific avenue, and extending some distance below that avenue, facing on North Carolina avenue.

Between 1856 and 1880, when the suit was instituted, the ocean receded. In other words, there were accretions of sand, about 1,200 feet in excess of the number of feet named in the deed, "more or less." The land

**Ownership of** company brought suit in ejectment,  
**Beach Accretion** claiming title to all the accretions, on the theory that storm tide line, as it existed at the time of the deed to Mills, was a fixed boundary. They claimed that this line differed from ordinary high water line, to which their original title extended; that this fact vested in them absolute title to a strip of beach land between storm tide line and high water line; that any accretion would naturally be to the lower line, and that, therefore, the title to this accretion was in them, and not in the owner of the land above storm tide line.

The defendant claimed that the storm tide line was variable; that the boundary line followed this changing line, and that the accretion attached to this line. After a number of postponements, the trial was begun at Mayslanding in December, 1882, lasting nine days. Judge Reed stated that there was not found in the law reports of this or any other country a case in any way similar to this. A special verdict by a struck jury was taken and the record submitted to the Supreme Court for review. This court heard arguments in 1883, and an exhaustive opinion was given by Justice Depue, sustaining the defendant's title to the accretions. The opinion is reported in full in 16 Vroom, page 405, &c.

In consequence, however, of an error of the jury at Mayslanding in answering one of the questions, judgment was not ordered, but a new trial granted. This, however, was not followed up. A non-suit was granted the defendant (Lippincott), and subsequently a settlement was made between the litigants as to the ownership of a strip of land between high water line and storm tide line. This settlement involved three other beach front owners, Charles Evans, Elisha Roberts and John F. Starr, whose deeds were similar to those of Lippincott. The land company accepted \$15,000 in settlement of their claim against the parties named.

The land involved in this suit—all of its accretions since 1856—is to-day worth more than \$2,000,000. In 1856 it was worth less than \$20,000.

## BENCH, BAR AND JURY.

**Atlantic County Bar Association.** The Atlantic County Bar Association was organized in 1895, chiefly through the efforts of William M. Clevenger and Louis A. Repetto. The original membership was about twenty-five. Members of the Atlantic County bar at this time (1904) are as follows: Joseph E. P. Abbott, Samuel E. Perry, Joseph Thompson, Allen B. Endicott, Samuel D. Hoffman, Ulysses G. Styron, Charles A. Baake, John Stille, John S. Westcott, Clifton C. Shinn, George A. Bourgeois, Carlton Godfrey, Clarence L. Cole, Robert H. Ingersoll, S. Cameron Hinkle, Arthur W. Kelly, Harry Wootton, William M. Clevenger, Louis A. Repetto, Burrows C. Godfrey, Charles C. Babcock, Enoch A. Higbee, John C. Reed, Henry W. Lewis, William I. Garrison, James B. Adams, Clarence Pettit, Eli H. Chandler, Albert H. Darnell, Rodman Corson, John L. Kelly, John J. Crandall, John Stille, Lewis T. Bryant, John B. Slack, Joseph C. Farr, J. Norman Shinn, Henry L. Butler, G. Arthur Bolte, Clarence Albertson and Albert C. Stephany.

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### CRIMINAL TRIALS IN ATLANTIC COUNTY.

In 1859, when Egg Harbor City existed principally on paper, the few people living in that neighborhood were startled by the discovery of the murder of a little child. The daughter of a German couple, named Waldenberger, who lived between Port Republic and Egg Harbor City, had died suddenly and under suspicious circumstances. Investigation was made and as a result the father of the child, Louis Waldenberger, was arrested, charged with the murder. At the trial, in December, 1860, the evidence was circumstantial, but it resulted in a verdict of murder in the first degree. While the authorities were preparing to execute the penalty of death imposed by the Court, friends of Waldenberger were making earnest efforts in his behalf. A petition was circulated, upon which the names of many of the best citizens of the county appeared, testifying to the general good character and law-abiding nature of the convicted man. Their efforts and representations made a favorable impression on Governor Charles S. Olden, and on March 6, 1861, he commuted the sentence to imprisonment for life.

Eighteen years afterwards the true story of this child-murder became known, but it was not until the hand of Death overshadowed the real criminal. The mother of the child confessed on her death-bed that she had committed the unnatural crime, her purpose being to fasten it upon her husband, and thus have him disposed of, so that she could take up with a man with whom she was infatuated. The death of the child had been produced by mixing pulverized glass with her food. The confession of the woman resulted in the release of Waldenberger. He returned to Egg Harbor City, but only to thank his friends for their kindness. He soon left the place and was never heard of.

## HESTON'S ANNALS.

### Tragedy on

### Brigantine Beach

Soon after midnight on January 1, 1863, a tragedy was enacted on Brigantine Beach. It was a clear, starlight night and the moon shone bright—a night of such exceptional beauty that this fact is the first mentioned by every narrator of the appalling event. There was a party at "Bill" Holdzkom's. In Atlantic City there was an entertainment at the Methodist Church and almost the entire population of the new resort was present. Following the entertainment was a "watch meeting," and the good people of the town prayed the old year out and the new year in. As some of the loiterers were wending their way homeward their attention was attracted by a big blaze on Brigantine Beach. Towards morning a messenger reached Atlantic City with a summons for Dr. Lewis Reed, the only resident physician, and this messenger told of the horrors of the night.

Jesse Gandy, a youth, the son of John Gandy, had killed Daniel Turner, another young man, at the house of Benjamin Turner, who was away at the time in Philadelphia, and whose wife was also absent, visiting friends at Leedspoint. Young Gandy, it was said, had called Turner to the door and invited him to go gunning. As he approached, Gandy hit him in the head with an axe. Eliza Turner, a young woman and sister of the victim, was a witness of the crime. With rare courage, strength and alertness, she sprang forward and disarmed Gandy, throwing the axe out of doors. She likewise threw out a gun that was leaning against the wall of the room, and then carried her wounded brother up stairs. While ministering to him she heard a noise on the veranda roof, and looking towards a window saw Gandy aiming a gun at her. She quickly seized a chair, and hurled it at him. The same instant he fired. The chair struck him in the face, knocking him down, and the shot of his gun took effect in Miss Turner's arm. Though badly injured, she leaped out of an opposite window, and ran to the Smith House, where she found Jere Horner, who spread the alarm. Meanwhile, Gandy set fire to the house, which burned to the ground. Daniel Turner, who had been probably mortally wounded, and Georgia Smith, a little girl sleeping in one of the upper rooms, the daughter of Mark Smith, perished in the flames.

By the dawn of the day there was a large delegation of Atlantic City folk on Brigantine Beach, viewing the ruins and conjecturing as to the whereabouts of the perpetrator of the foul deed. About sunrise it was reported that Gandy's boat was adrift in one of the bays. It was cautiously approached, and its owner was found lying in the bottom, with his head blown nearly off. He had committed suicide by placing the muzzle of the gun against his head and pushing the trigger with his foot.

The heroine, Miss Turner, afterwards married Mark Smith, the father of the little girl whose life was lost in the fire. The "sharpie," with its ghastly cargo, afloat on the smooth bay, and the peaceful New Year's morning, was a long remembered picture. What was the motive of the crime? Was it jealousy or was it greed of gold? It was a matter of common rumor that Benjamin Turner concealed gold in his house, and it was also true that Daniel Turner had crossed the path of Jesse Gandy's love affairs. It has been said by some that Gandy called to ask young Turner to go gunning, and by others that he was moved, not by the passion of avarice, but by that which Thomas Moore describes as "all the best and worst of man." Gandy was in love with the daughter of Benjamin Turner, but the

## BENCH, BAR AND JURY.

**First Murder in Atlantic City.** latter objected, and on the night in question, when Gandy called at the house, Daniel Turner, his son, may have objected and ordered him away. A quarrel ensued and in his rage Gandy struck Turner with the axe.

The present site of the Union National Bank, at the corner of Kentucky and Atlantic avenues, was the scene of the first murder in Atlantic City, in the early part of July, 1865. The victim was Thomas Shriner, a Philadelphia politician, who had come down in the spring and was then engaged in the erection of a hotel at the place mentioned. The work had been completed on Monday, July 10th, and that afternoon the carpenters were seated on the porch, awaiting the return of Shriner, who was out driving. Shriner finally returned in an intoxicated condition and the request for wages so excited him that he ordered the men off the premises with murderous threats. He followed them into the street and began an assault upon one of the carpenters. The man had a compass in his hand, and this he thrust into the side of Shriner. The latter went into the house, telling the carpenter he would see him later. He lay down on a settee and in less than an hour was dead. The carpenter was arrested and given a hearing before Mayor Evard, who committed him to the county jail at Mayslanding to await the action of the Grand Jury in September. That tribunal failed to find a bill of indictment, on the ground that the deed was done in self-defense.

The first legal execution in Atlantic County took place on November 26, 1877, when John Hill and John Fullen were hanged for the murder of George Chislett, a farmer living at Hell Neck, Mullica Township. Three men were implicated in the crime, but one of them, Isaac Dayton, who had procured the gun with which the shooting was done, turned State's evidence and furnished the testimony on which the men were convicted. The evidence showed that Chislett had been called out of his house and shot down without warning. The two principals were tried in September and sentenced to be hung in November. Dayton was sentenced to twenty years' imprisonment, but was released after serving less than half his term. Hill and Fullen were a pair of ne'er-do-wells, and it was said that they had committed crime enough to be hanged twice over. Hill was the elder man of the two and had drawn his companions into the conspiracy to kill, which was for the purpose of robbery.

There had been rumors that an attempt at rescue would be made by some of the desperate companions of Hill, and Sheriff Samuel Adams asked the Governor for military protection. The troops arrived the day before the date of execution.

The old-fashioned hotel at Mayslanding was at the time kept by a man named Veal and he wished his name anything else during the twenty-four hours following the arrival of the soldiers, for they made all sorts of plays on the name and sorely tried the patience of the good-natured boniface by asking him impertinent questions concerning his ancestry. A watch had been kept upon the murderers up to within a week of the time set for the hanging; then for some unaccountable reason it was removed. The prisoners took immediate advantage of this and by some means procured a file, with which they converted their table knives into small saws, and with these they began to dig into the solid old wall of their prison. Night and day they worked. The brick dust, mortar and particles of stone that fell on the floor were carefully swept up and concealed in the



### **Trial of Hill and Fullen.**

On the night before the soldiers came the prisoners had nearly completed their work, and were, as they supposed, within a very few inches of liberty. They were bitterly disappointed the next morning. They had in their haste dug into a chimney place, and there was another wall to go through before they could make their escape. Made desperate by their failure, the men raved and swore like fiends. They smashed all the furniture in the room, defaced the whitewashed walls and shouted their rage and disappointment at every passer-by.

The fact of the attempted escape was communicated to Captain Lee, in command of the soldiers, and he was also informed that there was good reason to believe that a second attempt would be made. A smoothly-shaven man clad in the garments of a priest had been attending the prisoners for a week ostensibly for the purpose of giving them spiritual consolation. His actions were so peculiar that he attracted attention, and a quiet investigation conducted by the sheriff resulted in the rather startling discovery that the priest was a bogus one. He was a friend of one of the condemned men, and it was afterwards learned that he had been actively engaged in drumming up a mob in the counties of Camden and Gloucester for the purpose of effecting a rescue. Strangely enough, he was not even detained. Captain Lee put a guard of twenty men around the jail. Special instructions were given the soldiers regarding the bogus priest. He was not to be permitted to come within ten feet of the line, and should he act in any suspicious manner he was to be taken into custody. The men went on guard about dusk, and the relief quartered in the hotel began to make things lively. Toward midnight every soldier became anxious for some sort of a lark. A congenial spirit was found in the person of the representative of the Boston Herald. He led a party to the upper floors of the hotel, where the beds were stripped of their sheets, and in them the men enveloped themselves. They forced an entrance into the room of the bogus priest and he was unceremoniously tossed ceilingward. He attempted to get his revolver from under his pillow, but was prevented by one of the soldiers.

Meantime the men on duty were listening to the most horrid blasphemy from the two murderers. They seemed to vie with each other in obscenity and profanity. When the morning dawned the doomed men, who had not slept all night, were dancing jigs and singing songs. They watched from their window with apparent unconcern the testing of the instrument of death on which they were to suffer in a few hours. The sheriff had procured two logs, each about the height of an ordinary man, and had cut a groove near about where the neck would be. These logs were jerked off the ground half a dozen times by dropping a four-hundred-pound weight. It was decided that everything would work right and the men were led into the little inclosure in the rear of the jail, where the gallows had been erected. Hill was a man six feet in his stockings. Fullen was not much over five feet in height. The hangman had not made a proper calculation and had given each man the same length of rope. The result was that about a foot of slack rope hung behind the tall man, while the noose on Fullen's neck was drawn almost taut. When the weight fell Fullen was jerked into the air and the tall man was drawn up slowly and strangled. His struggles were terrible to witness. While this scene was being enacted there was a good deal



North Carolina Avenue, Southward from Pacific Avenue.



## BENCH, BAR AND JURY.

### **The Somers and Elder Trials.**

of excitement outside. Spectators had come from all the surrounding country, and it was only by presenting fixed bayonets that the militia prevented the great crowd from surging into the jail.

The next murder trial was in the fall of 1881. This time the scene of the crime was in Atlantic City, and the murdered man was William Mussen, watchman of a lumber mill on Illinois avenue, near Atlantic. He was killed by John Somers, on Sunday, July 10, 1881. Mussen's only offence was in remonstrating with Somers for abusing his wife. Somers lived on Illinois avenue, just below the present school building, and had been on a debauch. He was crazed with liquor when he seized an axe and brained Mussen for "interfering in his domestic affairs." Somers was arrested and convicted. He was sentenced to be hung, and Sheriff Moore was making preparations for the execution when the sentence was commuted to imprisonment for life. About fifteen years afterwards he was released on parole and in a year or two he died.

It was some years before the courts were again called upon to mete out punishment for a capital offence. The case of Robert Elder, near Hammonton, next occupied public attention. He was accused of murdering his father on August 4, 1888, and was defended by Allen B. Endicott and Samuel E. Perry. The trial occurred in October, of that year, and being convicted, Elder was hung on January 3, 1889. The prosecutor in this case was Joseph Thompson. Elder's crime involved a long story of domestic unhappiness, in which were ranged the father on one side and the mother and six children, including Robert, on the other. Elder prepared himself for death, so far as religious comfort could be obtained, from the frequent calls of his two spiritual advisers, Rev. Allen H. Brown and Rev. John E. Peters. Their efforts were apparently successful. He declared himself not only ready, but anxious to die, believing that his crime had been committed in self-defence, and for the real or fancied wrongs which he had suffered at the hands of his father, he felt that he had inflicted a just punishment. Elder was more than ordinarily intelligent, considering the limited advantages given him for obtaining an education.

At the time of Elder's hanging there was confined within the walls of the county jail a burly negro, who was charged with the killing of the mate of the schooner Annie S. Carll, of Fair Haven, Conn., while she was lying at anchor in the inlet above this city, on Christmas afternoon, 1888. The victim was John Martin of Fair Haven, and the murderer was Andrew Grimes, of York River, Va. Two other men, Alfred S. Wilcox, the steward, and John S. Stokes, colored, were aboard the vessel at the time. Stokes saw the crime committed and fled with Wilcox, in a boat, in fear of Grimes.

The captain, Gilbert E. Newton, had gone to New York, and was expected home that afternoon. The two men, who had fled for their lives, reported the murder at police headquarters, and that evening the captain, accompanied by William H. Biddle and four other police officers, rowed to where the vessel lay, more than a mile from Rum Point, opposite the mouth of Clam Thoroughfare, and arrested Grimes. They found him in his bunk, his head and body covered with a blanket. He submitted to the officers without resistance.

Martin's body was found lying on the bank, by the side of the vessel, where it was probably thrown by the murderer.

Grimes was convicted and hung on June 20, 1889.

## HESTON'S ANNALS.

### Conviction of Eva Hamilton.

Evangeline Hamilton was the reputed wife of Hon. Robert Ray Hamilton, a scion of the distinguished family of that name in New York. Her trial in Atlantic County was a *causus celebre* in the criminal annals of the country. While an inmate of a gilded house of prostitution in New York, she made the acquaintance of Mr. Hamilton, and they were subsequently married. He sacrificed family, honor, friends, fortune and reputation for her. She spent most of the \$120 which he allowed her every week as "pin money" to maintain another lover, palmed off a foundling on him as her own child by him, refused to separate from him on his offering to give her \$5,000 a year, and finally dragged his honored name in the mud.

They came to Atlantic City in the summer of 1889, accompanied by a nurse, Mary Donnelly, and the child, which had been named Beatrice Ray Hamilton. They boarded at various places and finally located at what was known as the Noll Cottage, on the east side of Tennessee avenue, midway between Pacific avenue and the Boardwalk. On August 26th of that year, during a quarrel between Mrs. Hamilton and the nurse, following the discharge of the latter, Mrs. Hamilton stabbed the nurse with a small dagger. The husband was present in the bed room where the quarrel took place, and endeavored to keep the two women apart. The wife and husband were both arrested the same day and confined in the city jail over night. At a hearing next morning the husband was released, but the wife was committed to the county jail, to await the action of the grand jury.

A sensational trial followed in September, lasting a number of days, and the case was reported at great length in the newspapers throughout the country. Hon. Joseph Thompson appeared for the prosecution and Captain Samuel E. Perry represented the defence. The court room was crowded every day during the trial, a number coming from Philadelphia and New York, and the evidence was of the most sensational character. Among the witnesses was the injured nurse and the husband of the accused woman. Although much embarrassed and ashamed of his position, Mr. Hamilton declared that he would stand by his wife to the end of the trial. Nurse Donnelly acknowledged "mauling" people and admitted having cut her husband in the face with an axe. She was a desperate character, and knowing this Mrs. Hamilton claimed that she acted in self-defence when she reached around her husband and plunged the dagger into the half-drunken woman, to prevent a deadly assault on herself.

It appeared from the evidence that Mrs. Donnelly had said two or three times that she would kill Mrs. Hamilton, and on the witness stand the former admitted that Mrs. Hamilton had screamed "murder," believing that she (the nurse) meant to kill her mistress. Mrs. Hamilton claimed that she had thrust the dagger into the abdomen of the nurse in self-defence, and her statement was believed by many of those present at the trial.

Instead of acquitting Mrs. Hamilton of the charge of atrocious assault, as the evidence warranted, the jury found her guilty as indicted. To reach this conclusion they were no doubt influenced by the testimony regarding the woman's past life, which really had nothing to do with the case. Many persons who attended the trial believed that there was not sufficient evidence on which to base a conviction, and if the jury had disregarded evidence bearing on her

## BENCH, BAR AND JURY.

### Three Trials and Acquittals.

career before the stabbing, and given her the benefit of every doubt, the verdict would have been one of acquittal.

Mrs. Hamilton was convicted on September 19th and sentenced by Judge Alfred Reed to two years in the State prison. She was removed to that institution on October 5th by Sheriff Johnson. Her term, less commutation for good behaviour, would have expired on May 26, 1891.

Efforts were made to have her pardoned and her petition was signed by 228 well known citizens of Atlantic County. Finally, the efforts of her counsel were successful and she was pardoned on November 25, 1890.

The husband, Robert Ray Hamilton, son of Gen. Schuyler Hamilton, grandson of Hon. John Church Hamilton and great grandson of Alexander Hamilton, brought suit for divorce while the woman was in prison, alleging among other things that she had been previously married to a man named Joshua Mann, still living, and from whom she had not been divorced. While this suit was pending Hamilton went west and was accidentally drowned while hunting in the Yellowstone National Park, in August, 1890, just a year after the sensational episode in Atlantic City. The little foundling, "Baby Beatrice," as she was called, was provided for, first by the deceived husband, and afterwards by members of the Hamilton family in New York. Subsequently, the courts annulled the marriage of Hamilton to the beautiful but erring Evangeline.

Joseph F. Young, who worked for Hale & Killburn, large furniture manufacturers of Philadelphia, was tried for the murder of his wife, Henrietta E. Young, in December, 1890. The wife came to Atlantic City, stopped at the Minnequa House, on Pacific avenue. The next name on the register to her's was William Ogden, of Morton, Pa. Young had reason to believe that Ogden and his wife were too friendly. He came to Atlantic City on September 4, 1890, and shot his wife twice as she came out of the room. She died the same night. The defence was insanity. Young was defended by Henry S. Scovel, of Camden, and acquitted.

The next murder trial was that of Harry Curriden, on April 23, 1896. He was accused of the murder of William Collins, in Atlantic City, on the previous February 3d. Both men were of a quarrelsome character, and they became involved in a fight over a dissolute woman named Ireland. It was shown at the trial that Curriden made the attack from behind and struck Collins a blow on the head with a hatchet, from the effects of which, it was claimed, he died the next day. The attorney for Curriden claimed that he acted in self-defense. The charge of the Court was favorable to the prisoner and he was acquitted.

A month later, on May 25, 1896, Saverie Yallenardo, an Italian living near Hammonton, was placed on trial, charged with the murder of Charles Roller, on October 3, 1895. The crime occurred at Folsom, near Hammonton. Roller and a number of others were at a "farewell" party given by Edward Smickle, who then kept a hotel at Folsom. When drunk Roller was quarrelsome and reckless. Late at night, after much drinking, he left for his home. A few hundred yards from the hotel he was shot in the abdomen. Yallenardo was supposed to have been the one who fired the shot, but at the trial no one would swear to seeing him do it. Roller was a ne'er-do-well and the people of Folsom and vicinity seemed to think

**Murder of Bessie Weaver Rech.** it well that he was out of the way. It was contended by the prosecution that evidence was stifled, and that Yallenardo was acquitted for want of proof.

Two months later, on July 20, 1896, John Rech was placed on trial, charged with the murder of his wife, Bessie Weaver Rech. The crime was committed on March 22, 1896. The couple lived near Mayslanding. The wife, weary of his abuse, was preparing to leave home early on the morning of March 22, 1896. At the trial Rech admitted the killing, saying he came down stairs in the night and found his wife ready to go away with the baby. Continuing, he said: "Then I forgot myself and took hold of her neck and she backed toward the bed, and shook a little as she did in fits. I let her go down on the bed and then I sat down and cried. Then I shook her and found she was unconscious. Then I took off her things and rubbed her all over and found her feet were cold. Then I dug a hole and carried her body to it and covered it up with sand and loam. I then went away and took the baby to Philadelphia. I took two handkerchiefs and tied them around her neck, so that in case she was not dead, she would not suffer."

Prosecutor Samuel E. Perry personally managed the pursuit of Rech. Through his efforts all the mounted police and all the reserve force of northwest Philadelphia were ordered out, and finally Rech was captured in Bucks County, Pa., and brought to the City Hall in that city at about four o'clock in the morning, where Captain Perry was waiting for him. He was brought to Mayslanding, tried and convicted of murder in the second degree, and sentenced to twenty years in the State's prison. Rech was defended by Allen B. Endicott, now judge of the Circuit Court of New Jersey. The murdered woman was a Miss Bessie Weaver before her marriage. She was the daughter of a prominent and wealthy physician, Dr. Weaver, then deceased, of Germantown, Philadelphia. A portion of his estate the daughter hoped to collect. She had led a rather unsavory life previous to her marriage to Rech, who was socially far below what she might have been. The baby was a bogus one. Rech had a will drawn in favor of the baby, and had his wife execute it, so that the child might inherit that portion of the estate which the mother hoped to collect. He was removed to Trenton on July 30, 1896.

The next murder conviction was that of Maud Jones, who killed Henrietta Newson, on July 21, 1897. Both were colored and the crime was committed in Atlantic City, at the home of Mrs. Newson on Delaware avenue, north. The trial occurred in December, 1897, and resulted in a verdict of murder in the second degree. She was sentenced to State's prison for ten years. The victim of the Jones woman was slashed to death with a razor. The crime was the result of a quarrel over the ownership of a half dollar coin. The prosecution was conducted by Captain Samuel E. Perry. It was shown at the trial that while Mrs. Newson was sleeping off the effects of a carouse of the night before her assailant went to the house armed with a razor and after a violent quarrel over the loan of a fifty-cent piece, used the weapon upon Mrs. Newson as she lay prostrate upon her bed. Maud Jones then fled, pursued by an angry mob, to a friend's house, where she was arrested in the act of stripping off and burning her blood-stained clothing.

William O'Mara murdered a boy named Japhet Connelly, near

## BENCH, BAR AND JURY.

### **Mystery of John Somerspoint, on June 7, 1898. His trial began on October 27, 1898, and being convicted, Camp's Murder. he was sentenced to State Prison for twenty-four years. The prisoner was defended by**

Samuel E. Perry, Esq.

A party given on Tuesday night, August 28, 1900, in honor of William Nichols, resulted in his murder by his stepfather, William Nichols, Sr., at an early hour on the morning of the 29th. Both were colored. The young man was shot through the head while attempting to defend his mother from drunken violence offered by his father, in a quarrel in which several people were involved. Nichols escaped immediately after the shooting, but was captured in a house on Gas House Alley. He was employed as a waiter at the Hotel Champlaine, Atlantic City.

The murderer was brought to trial at Mayslanding in October of the same year and convicted on October 12th. Lawyer S. E. Perry made an eloquent plea for leniency, after which Justice Ludlow imposed a sentence of fifteen years in State prison at hard labor, the maximum being thirty years.

"A reward of Three Hundred Dollars will be paid for information that will lead to the arrest and conviction of any person or persons who killed John Camp, in Lake's Bay, Atlantic County, N. J., on the night of July 23, A. D. 1900. By direction of the Board of Freeholders of Atlantic County. J. E. P. Abbott, Prosecutor."

Thus read an advertisement in the Atlantic City papers early in August, 1900, but the reward did not lead to the arrest of the murderer. Camp had been found shot to death in his boat. It was charged that he was a "poacher" on private oyster grounds, and was shot by some one interested in breaking up the business of poaching, which had caused serious loss to the oystermen. This murder is still a mystery.

John Mathis, white, of Pleasantville, was charged with the murder of William H. Matthews, colored, of the same place, early in September, 1900, and his cousin, Richard Mathis, also of Pleasantville, was named as accessory. Death was caused by blows with clubs found near the body. Both men were convicted of manslaughter on December 21, 1900. Richard was sentenced to ten years and John to seven years in State prison. John was pardoned in November, 1902, after serving less than two years. Richard was released on parole on July 10, 1903.

At or near Absecon, about midnight, on July 13, 1901, Roffele di Pasquale was killed by a pistol shot from a weapon in the hands of Giovanni Bonofiglio. The evidence at the trial in September showed that Pasquale, his brother and Bonofiglio had been playing cards at a house, and had departed, presumably to go to their homes. Bonofiglio and the murdered man were walking near together, and the brother a little way behind them. They had not proceeded far when Bonofiglio fired three shots, inflicting a mortal wound in the back of Pasquale. The latter was carried to a house nearby, where he soon expired. Bonofiglio was convicted of murder in the first degree and sentenced to be hanged. The case was subsequently taken to the Court of Errors and Bonofiglio granted a new trial. Pending the second trial, he evinced signs of insanity, and upon examination by expert physicians he was pronounced insane and committed to the State Asylum for the Insane.

In October, 1902, Leander Smith, colored, was convicted of murder in the first degree for the killing of Boyd Clinton, also colored,



## HESTON'S ANNALS.

### **Leander Smith Convicted.**

on August 23, 1902, and sentenced by Supreme Court Justice Hendrickson to suffer the death penalty at Mayslanding, on Monday, November 20th, 1902.

Attorney Samuel E. Perry, for Smith, applied for a new trial, first to the Supreme Court and then to the Court of Errors and Appeals, after sentence as above, and the application was granted. Smith was again convicted, and again sentenced to be hung on March 5, 1903. Meantime his attorney endeavored to have the sentence commuted to life imprisonment, but Governor Murphy refused to interfere. Captain Perry, defeated at every move, persisted in his efforts to secure commutation for Smith, who had killed the betrayer of his wife. Finally Governor Murphy, on March 3d, called a special Court of Pardons and Smith's sentence was commuted to imprisonment for life. Smith, as stated, had been previously sentenced to be hung two days later, on March 5, 1903, and the scaffold was partially erected.

Jerome Robinson, colored, city dog catcher, or "canine exterminator," as he delighted to call himself, being called upon to assist a police officer in raiding a disorderly house on Rosemont avenue, in this city, in the early morning of November 9, 1902, unintentionally shot and killed a colored man named Charles C. McFarland. He was indicted for murder the following month and on the advice of his counsel and friends, pleaded guilty of murder in the second degree. Judge C. E. Hendrickson, after listening to evidence of good character from prominent persons in Atlantic City, sentenced him to ten years in the State prison. At the time there was a bitter feeling against all colored offenders, on account of repeated murderous assaults and two or three murders, and it was feared by Robinson's friends that if tried by jury he would be convicted of murder, possibly in the first degree, and sentenced for life or to the scaffold. He was a harmless man and it was testified at the trial that he "would not intentionally hurt anyone."

Samuel Dula, colored, of Atlantic City, was, on September 18, 1902, found guilty of manslaughter and sentenced by Judge Hendrickson to ten years imprisonment at hard labor in State's prison. Dula was accused of the murder of John R. Payne on July 19th, 1902, under the Steel Pier in this city.

## The Pen and the Sword.

1775 to 1904.

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OD made the editors, the editors made the papers, and the papers made Atlantic City." Thus wrote the author of these "Annals" fifteen years ago, and he again asserts that the newspapers, more than any other one agency, have earned for Atlantic City her unique position as the greatest winter and summer sanatorium in the world, and the leading pleasure resort of the country.

Atlantic County was not without newspapers previous to 1872, but these were published in Hammonton, Mayslanding and Egg Harbor City. In that year A. L. English established the *Atlantic City Daily Review*. The first issue was dated June 17, 1872, and it appeared regularly every week-day until the following September, when it was suspended for the winter and spring months. The publication of the *Review* was resumed on the first of the following July, and the paper again suspended on September 1st. The weekly edition was begun on the 11th of the following October, and has been continued without interruption ever since. Mr. English disposed of the paper to Alfred M. Heston (the writer) and John G. Shreve on March 1, 1884, when it was published under the firm name of Heston & Shreve. Mr. Heston sold his interest to Mr. Shreve three years later. The daily issue was revived every summer until 1888, when, beginning on July 1st, it was issued by Mr. Shreve as an all-the-year daily, and has remained such ever since—a credit to its proprietor and a testimony of the work so well begun by Atlantic City's pioneer editor, Mr. English. The weekly edition is published on Saturday.

General Joseph Barbier moved the *Atlantic Times* from Hammonton to Atlantic City in March, 1877, and a daily

## HESTON'S ANNALS.

**Newspaper Ventures and Failures** edition was issued the following summer. Mr. John F. Hall became the owner and editor of this paper in August, 1879, and the paper is still issued as a weekly, under the title of *Times-Democrat and Star-Gazette*, Mr. Hall having purchased the *Democrat*, of Egg Harbor City, in 1889, and the *Star-Gazette*, of Atlantic City, on June 1, 1899. Mr. Hall established the *Daily Union* on September 3, 1888, and it was published until December, 1903, as an afternoon paper, with the name changed to *Evening Union*. This change was made by Ralph R. Buvinger, who purchased the *Union* on March 3, 1902. Mr. Hall re-purchased the plant in March, 1904, and resumed the publication on April 11, 1904.

A paper called the *Atlantic Journal* was first issued in 1859, at Mayslanding, and was subsequently moved to Egg Harbor City. Its publication was suspended some time late in the sixties. A paper bearing the same title was issued in Egg Harbor City by M. Stutzbach & Sons in 1871. It was a successor, if not a continuation of the original *Journal*. About 1882 the paper was moved to Mayslanding, the new owners being Peck and Oliver. Six years later, on January 1, 1888, it was purchased by Alfred M. Heston and John W. Mitchell, and moved to Atlantic City. The former subsequently became the sole owner and he disposed of it to a stock company on January 1, 1891. Litigation separated the name and title from the press and type with which the paper was printed. It was succeeded by the *Sunday Journal*, to keep the press going a while longer, while the name and title, *Atlantic Journal*, passed into other hands, and finally became the property of E. Sterling Hann, who moved it to Hammononton in the early part of 1896. It was finally suspended in 1897, and the *Sunday Journal* ceased to exist about the same time.

The *Sunday Gazette* was established by William McLaughlin in 1879, and the *Daily Press* was first issued by Walter E. Edge on March 4, 1895. The *Gazette* is still published by Mr. McLaughlin, and the *Press* is still the property of Mr. Edge, though for a time it was published by Mr. Edge and Henry S. Wallace.



**A. L. English, First Atlantic City Editor.**



## THE PEN AND THE SWORD.

**Evening Sentinel.** The *Freie Presse* is a German paper, published by Carl Voelker. It was established in 1888.

The *Morning Sentinel* was first published on June 23, 1902, by a stock company headed by William Riddle, a City Councilman and former City Assessor. It was changed to the *Evening Sentinel* on December 20, 1903.

At a banquet given in one of the hotels of Atlantic City, in honor of S. D. Hoffman, Esq., at that time Mayor of the city, A. M. Heston was invited to respond for the Press. He said:

### WHAT HATH THE PRESS WROUGHT?

I take it, Mr. Chairman, that in responding for the Press I am to speak for the Press of Atlantic City alone. There are other representatives of the Press here to-night, all of them much better speakers than I. They might speak for the great metropolitan Press—the bulwark of our prosperity and the mainspring of our progress.

It is now nearly twenty years since the first newspaper was published in Atlantic City. The county was not without newspapers previous to 1872, but not until that year did that whilom friend of Atlantic City, A. L. English, essay to engage in journalism in this town of about 1,300 permanent inhabitants. Atlantic City, we may correctly say, was then but a struggling resort, with no winter business to speak of, and a summer season of but six weeks' duration. In less than twenty years we have added a cypher to that 1,300, and we sigh for the time when our minimum of population will be at least 130,000.

No agency has done more to make Atlantic City what she is to-day—the Queen of the Coast—and no agency is expected to do more for the future than the Press. It may seem paradoxical, Mr. Chairman, but the fact is, a railroad and land company created Atlantic City, but the newspapers made it. God made the editors, the editors made the papers, and the papers made Atlantic City. The Press has championed every public improvement, and the Press has corrected any abuses which may have crept into our government, until we have to-day a city and a government unequalled by any other resort on the coast.

If you take a *Review* of the past, you will see many *Times* where the *Press* has the people's rights maintained, "unawed by influence and unbribed by gain." In all these things the local *Journal*-ists have been or ought to have been united, for in *Union* there is strength. Call it by any name you choose, the Press is a power for good to any community, and the anxious *Inquirer* for summer or winter boarding at the seashore, being assured that the cash balance is on the right side of his *Ledger*, consults the advertising columns of the metropolitan or local press, *Telegraph*-s to the hotel of his choice for a room, and the *North American* of the next day *Records* the *News* of his arrival upon this lovely island fair, with the wine of life in its pleasant air.

The wise man comes to Atlantic City that he may be rich in health, and, returning home, be the better fitted to become rich in

## HESTON'S ANNALS.

### Mission of the Local Press.

purse. So doing, when the *Commercial List* is made up, his name is found inscribed thereon, and his *Star* of fortune shines brighter and brighter as the days go by.

He who lives thus wisely will die happy, and his death will be *Herald*-ed over the country as an important *Item* of news, which the editors will publish as many *Times* as such *Dispatches* are brought to them (via Camden) either by the *Post*-man afoot, the fast-riding *Courier* or the electric-winged *Telegram*.

There is, Mr. Chairman, unfortunately, a class of journalists very much like the Irishman with his club, who, whenever he saw a head, was sure to hit it. Some of these journalists like a shining mark, and when they see one they shoot, but you will notice that they do not put the *Bulletin*.

The strength of the local press consists in standing together, spreading the name, the fame and the glory of Atlantic City. We may have our little disputes, perhaps so far forgetting ourselves as to call each other unbecoming names and indulge in such pleasantries as "scoundrel" and "thief"—though I deprecate the words myself—but the reader is wise if he fails to give to these words their true dictionary meaning. They are really synonyms for "gentleman" and "scholar," and an intimation to the public that the editor of the *Hornet* doesn't consider the editor of the *Wasp* as good a stinger as himself, nor the editor of the *Bugle* much of a blower, even if he does claim to have the largest circulation. Every paper is the oldest in the city and they all have the largest circulation.

The thing to do is to make that circulation tell for the good of Atlantic City, and the way to make it tell is to speak of the many good things we have here, first of which is a good Mayor, then good order, good government, good air, a good boardwalk, good railroads, a good fire department, good hotels, good things to eat, and also, if you choose, good things to drink, good water, good drainage, good fishing, good sailing, good bathing, good people, good-looking girls, and last but by no means least—bless their dear hearts—plenty of good ladies, many of whom we are glad to have with us here to-night.

### PRESS CLUBS.

The newspaper men in Atlantic City organized the Press Club in 1900. Clubs had been previously organized and disbanded, after an ephemeral existence, without accomplishing anything more than a little sociability among the members.

Perhaps the longest lived of the former newspaper clubs was the Journalists' Club, which had a more or less spasmodic existence of four or five summers. Numbered among the members were men who have since attained editorial or political fame in several States. The membership also included many local celebrities, judges, physicians, lawyers, hotel men and others. But lack of a definite object had its logical effect, and the organization died. The Pen and Pencil Club, organized a year or two later, met the same fate. Then came the Correspondents' Club, which quickly went the way of its predecessors after a brilliant but evanescent career of one consecutive summer.

Early in the year 1900, Franklin P. Stoy, Mayor of Atlantic City, suggested to some of his friends of the newspaper fraternity, that a permanent press club would be a benefit to the city as well as to

## THE PEN AND THE SWORD.

**Coaching Parade of 1900.** its members, and on May 16, 1900, the Press Club was organized with thirteen members. Mayor Stoy was the first president, and he still occupies that position.

The first work taken up by the Press Club was the grand demonstration which marked the dedication of the Longport Speedway in June, 1900. This consisted of a coaching parade from Atlantic City to Longport, in which upwards of a hundred vehicles of all classes participated, followed by a public meeting at Longport. This was the first coaching parade ever held in Atlantic City, and was so successful that it was followed by a similar affair the next summer under the management of a committee of citizens, to whom the matter was turned over by the Press Club. The summer of 1900 was also made memorable by the first Fourth of July celebration held here in years, which took place under the auspices of the Press Club, and, like the coaching parade, was so well received that it was repeated the following year by the citizens, although fathered by the club. The only event of public importance, under the sole direction of the Press Club, in 1901, was a dinner tendered to nearly a hundred newsboys and telegraph messenger boys on Christmas Day. In 1903 the Club entertained the delegates to the International League of Press Clubs, who held a convention in Atlantic City.

## NEWSPAPERS ON THE MAINLAND.

Egg Harbor City's first newspaper was *Der Pilot*, which appeared in 1857, under the auspices of the "Conservative Maenner Verein," and was edited by Dr. Robert Reimann. About three years later it passed into the possession of Francis Scherr, who conducted it for about twelve years. In 1873 it appeared under a different management, and is still published by Hugo Maas.

*Der Beobachter*, of Egg Harbor City, appeared in 1858, published and edited by Louis Bullinger, but was soon discontinued. A paper similar in name was published by William Mueller in 1880, and discontinued after his death in 1902.

In 1861 the *Atlantic Democrat* made its appearance in Egg Harbor City, published by D. Gifford. In 1870 it passed into the hands of Frank S. Regensberg, and at his death in 1879 his brother, Alexander J. Regensberg, became the owner. The latter died in 1881, and was succeeded by his brother Henry G., who sold it to John F. Hall in 1889. Mr. Hall consolidated it with the *Atlantic Times*, of Atlantic City.

The *Atlantic Beacon*, started in October, 1870, was published at Egg Harbor City for a short time by Milton R. Pierce, and was succeeded the following year by the new *Atlantic Journal*, published by M. Stutzbach & Co., until 1881, when Isaac Collins was elected sheriff. It was then sold to Peck & Oliver, who moved it to Mayslanding. The *Journal* was first published on September 23, 1859, and discontinued a few years later. In 1888 the new *Journal*, published by Peck & Oliver, of Mayslanding, came to Atlantic City, as the property of A. M. Heston. The latter disposed of it to a stock company in 1891. It expired in 1898, after several changes and vicissitudes.

*Der Zeitgeist* appeared April 6, 1867, and was published for many years by M. Stutzbach & Co., who in 1887 sold it to George F. Breder, by whom the name of the paper was changed to *Deutscher*



## HESTON'S ANNALS.

### Revolutionary Soldiers.

*Herald.* Mr. Breder is still the editor and publisher. He is also postmaster of Egg Harbor City.

*Der Fortschritt* was another journalistic enterprise in Egg Harbor City, appearing in 1895, and published by Robert Weiler. It was discontinued in 1896.

The *Egg Harbor Gazette* was established in 1891 by George F. Breder, the present publisher of the *German Herald*. Two years later he sold out to Dr. G. H. Gehring, who published the *Mayslanding Star*, thus forming the *Star-Gazette*. This property, in 1894, was purchased by Henry G. Regensberg, who, two years later, sold it to Ernest Beyer, who moved the office to Atlantic City. In June, 1899, the *Star-Gazette* was consolidated with the *Atlantic City Times-Democrat*, and is still published. Mr. Beyer severed his connection with the paper on December 24, 1903.

The *South Jersey Republican* was first published at Absecon in 1862. It was afterwards moved to Hammonton. Dr. H. E. Bowles was the editor for a number of years. It is now owned by O. H. Hoyt & Son.

The *Mayslanding Record* was first issued on October 20, 1877, by W. Scott Snyder. Since 1886 it has been the property of E. C. Shaner, who is also the county surrogate.

The *Pleasantville Press* is the property of Hugh Collins, and has been published more than ten years.

\* \* \*

The Revolutionary history of what is now Atlantic County is told, in part, in other chapters. Two of the prominent soldiers in those "times that tried men's souls" were Colonel Richard Somers and Colonel Richard Westcoat, both ardent patriots, some of whose descendants are still living in Atlantic County.

The first Continental troops of the "Jersey Line" were raised under a resolution of Congress adopted October 9, 1775, which resolution called for two battalions of eight companies each. These companies were to consist of one captain, one lieutenant, one ensign, four sergeants, four corporals and sixty-four privates. The privates were to be enlisted for one year, at five dollars a month, and were to be allowed, instead of bounty, "a felt hat, a pair of yarn stockings and a pair of shoes," but were to furnish their own arms. Authority for the formation of a third battalion was given on January 10, 1776. These battalions were mustered in on May 2d at New York, and were pronounced by Washington "the flower of all the North American forces."

Old Egg Harbor furnished her full quota of troops for the State militia. The third battalion of Gloucester

## THE PEN AND THE SWORD.

**Second War With England.** County Militia was commanded by Col. Richards Somers, with Richard Wescoat as first major, afterwards a colonel. Other officers from this section were George Higbee, Simon Leeds, Christopher Rape, James Somers, Thomas Hendry, Joseph Conover, Joseph Estell, Richard Payne, Jeremiah Smith, William Smith, John Little, John Somers, Zephania Steelman, Enoch Leeds, Edward Ireland, Joseph Ingersoll, Jeremiah Lucas, Arthur Westcott, Peter Covenhoven, Jacob Endicott, William Finch, John Lucas, Jeremiah Risley, John Scull, Elijah Townsend, John Adams, Japhet Clark, and a considerable number of privates.

\* \* \*

At the beginning of the second war with England, in 1812, John R. Scull, living near Somerspoint, formed a company of infantry, known as the "First Battalion, First Regiment, Gloucester County Brigade, New Jersey Militia, Volunteers," for the protection of the coast. Besides the captain, John R. Scull, there were 114 other members of the company, including many names still familiar in the county. They selected a point near the Great Egg Harbor River, affording command of the inlet and harbor, where they erected a fortification in the form of a semicircle, fifty feet in diameter, and from six to ten feet high. This fort they mounted with a cannon capable of carrying a four to six-pound shot. Captain Scull kept men on guard day and night, and at the first sight of the enemy they were ready to hasten on horseback to the villages to give the alarm. Members of the company, while attending to their daily affairs, were also ready to respond to this sudden call, like the minute men of the Revolution. Fortunately, there was no occasion for them to leave their homes, with flint-lock, powder-horn and shot-pouch, for though the enemy passed frequently up and down our coast, he either did not dare or did not care to molest the sturdy yeoman of old Egg Harbor, now Atlantic County. The site of the old fort, indeed the fort itself, could be seen in the early "eighties," when it disappeared before the march of improvement in that vicinity.

**The Civil War  
Regiments.**

Atlantic County was represented in at least eleven of the New Jersey regiments during the Civil War—the Second, Fourth, Sixth, Seventh, Eighth, Ninth, Tenth, Twenty-third, Twenty-fourth, Twenty-fifth and Thirty-fourth—but principally in the Tenth, Twenty-third, Twenty-fourth, Twenty-fifth and Thirty-fourth. At the battle of Fair Oaks, the Sixth New Jersey Regiment led the advance on June 1, 1862, with General Joe Hooker at the head. The battle lasted nearly three hours, and a newspaper account of that day says “the New Jersey regiments fully sustained the reputation they had gained at Williamsburg.” Twenty-one members of this regiment were killed at Fair Oaks, some of whom are buried at Pleasantville. This regiment was also engaged in the battles of Glendale, Malvern Hill, Bull Run, Chancellorsville, Gettysburg, Spottsylvania and Cold Harbor.

The Sixth Regiment was under arms for ninety-six hours preceding the battle of Fair Oaks, and during that time was exposed to torrents of rain. On the fourth day Col. Samuel H. Starr reported that they were still under arms and he saw no prospect of an hour's rest for some days to come. A month earlier this regiment struggled through darkness, mud and rain to its first battlefield — Williamsburg.



THE PEN AND THE SWORD.

**State's Honor  
Sustained.**

The Ninth Regiment participated in twenty-eight battles, beginning with Roanoke Island in 1862 and ending with Gettysburg in 1863. General Burnside promulgated an order that the Ninth Regiment should have the words "Roanoke Island, Feb. 8, 1862," emblazoned on their banners, as a compliment to their gallantry on that day. The *New York Tribune*, in reporting the battle, said: "In the capture of Newberne the Ninth New Jersey Regiment sustained the honor of their State with characteristic gallantry. Though their position in that brilliant engagement was one of great exposure, they bore themselves through the conflict like veterans, suffering more severely than any other regiment on the field. Out of a total loss of 364 killed and wounded, they lost 62, or one-sixth of the whole, although twelve regiments were in the battle."

The Legislature of New Jersey, on December 24, 1862, passed a resolution of thanks for courage at Roanoke and Newberne, and ordered the Governor to have prepared and forwarded a standard on which was inscribed the words, "Presented by New Jersey to her Ninth Regiment, in remembrance of Roanoke and Newberne."

The Tenth Regiment was organized in the fall of 1861. It made for itself a most brilliant record, sharing in all the battles of the Wilderness, fighting with its corps on the way to Petersburg and displaying conspicuous gallantry on every field. When transferred to the Shenandoah Valley it made in the several campaigns of that region an equally honorable record till the close of the war. It participated in thirty-three battles, including Cold Harbor, Winchester and Appomattox.

The Twenty-fourth New Jersey Regiment was mustered in at Camp Cadwallader, Beverly, in September, 1862. A number of the members were from Atlantic County. The major of this regiment was Joel A. Fithian, whose daughter some years afterwards became the wife of Chester Alan Arthur, Jr., son of President Arthur. The Twenty-fourth was engaged at Fredericks-

*HESTON'S ANNALS.*

**Gallant Twenty-fifth Regiment.** burg. While the preliminary fighting and skirmishing of Chancellorsville was going on, this regiment with its brigade was held in reserve, but on May 3d it was permitted to engage in the fight, and for four hours was exposed to an incessant storm of shells. In this battle the regiment lost forty men killed, wounded and missing.

The Twenty-fifth Regiment was organized in September, 1862, and reached Washington on October 11th. Later on it was attached to the Ninth Army Corps. In



An East End Cottage.

the battle of Fredericksburg it was closely engaged and made an honorable record. It was again engaged near Suffolk, Va., on May 3, 1863, and an official account of this battle says "to the gallantry of the Twenty-fifth New Jersey was largely due the success of the day." A month later it was ordered home and on June 20th was mustered out of service at Beverly. In a special order General Getty said: "Since the regiment joined this



Christ Methodist Protestant Church.



## THE PEN AND THE SWORD.

**The Twenty-Fourth Regiment** division they have improved as soldiers with great rapidity; from the most inexperienced they have become worthy to be ranked as veterans. Everything required of them has been performed cheerfully and well, and they return home with the proud consciousness of having done their duty."\*

The Thirty-fourth New Jersey was a three year regiment, formed during the summer and autumn of 1863. In November it left Trenton 800 strong, and proceeded to Pittsburgh, thence to Jeffersonville, Ind., where it embarked on transports and passed down the Ohio to Paducah, Ky., thence on the same transports "up" the Tennessee river, but "down" to Eastport, Miss., where it re-

\*Atlantic County was largely represented in six companies of the Twenty-fifth Regiment, the company rosters showing as many as 167 from Atlantic City and the townships, as follows:

### CAPT. CHAMPION'S COMPANY.

#### EGG HARBOR TOWNSHIP.

Somers T. Champion,  
Jethro V. Albertson,  
Ezra A. Lake,  
John Adams,  
Isaac Myers,  
Thomas Toy,  
Lewis S. Lake,  
Purnell Bowen,  
Mark Martin,  
Nathaniel Disbrow,  
George Fenton,  
Thomas C. Ireland,  
James Shaw,  
Japhet Ireland,  
Jas. Fairbrothers,  
Job J. Risley,  
Solomon Mannery,  
Peter Mannery,  
Enoch Shaw,  
Peter H. Hassett,  
Albert Horton,  
Samuel C. Risley,  
Wm. Peterson,  
Joseph G. P. Lake,  
Benjamin F. Willets,  
Jeremiah Peterson,

Nicholas Smith,  
Wm. Garrison,  
Absalom Gifford,  
Robert Scull,  
Mark S. Price,  
Townsend Steelman,  
Richard J. Risley,  
John Hackney,  
Wesley Hackney,  
Abraham Frambes,  
John Hackett,  
Enoch Ireland,  
James Lake,  
John Shaw,  
James Ireland,  
Richard Shaw,  
Elijah Mason,  
Samuel B. Rose,  
Amos Ackley,  
Job Stebbins,  
Daniel Andrews,  
Gideon H. Adams,  
Daniel A. Robinson,  
Wm. Morris,  
Hiram Loder,  
Henry S. Somers,

Edmund I. Doughty,  
Aaron R. Smith,  
Walter C. Sooy,  
Lewis Garrison,  
D. Somers Risley,  
John R. Tilton,  
Richard T. Latan,  
Lewis W. Robinson,  
Mark H. Mason,  
Abel English,  
Smith Albertson,  
Henry B. Lee,  
John H. Willets,  
Daniel W. Ingersoll,  
John Fairbrothers,  
Mark Scull,  
Edmund Ireland,  
Edmund Risley,  
Hugh H. Y. Wicks,  
Clement J. Adams,  
Elisha S. Ingersoll,  
Charles English,  
Woolston Adams,  
Samuel S. Somers,  
Charles Frambes.

#### HAMILTON TOWNSHIP.

Thomas S. Hand,  
Isaac Harris,  
Samuel M. Nichols,  
James Campbell,  
John H. Kimble,  
Wm. Vanaman,

Wm. Davis,  
Henry H. Pancoast,  
Daniel Wallace,  
Peter Cossaboon,  
Alfred W. Nelson,  
Wm. Hand,

Enoch B. Nichols,  
John H. Kears,  
Eli Vanaman,  
Edward V. Thomas,  
Wm. McMullin,  
Daniel Veal.

#### ATLANTIC CITY.

Daniel Ireland,

Enoch S. Carter,  
Samuel Perkins.

Simon L. Westcoat,

#### MULLICA TOWNSHIP.

Jonathan Hand,

Jacob Johnson.

#### GALLOWAY TOWNSHIP.

David E. Clark.



## HESTON'S ANNALS.

### Operations Against Mobile.

ported to General Sherman. In December and January it marched through Tennessee, and in the summer and autumn of 1864 was in active service in Kentucky and Tennessee. It took part in the operation against Mobile in April, 1865. After the capture of that place the regiment was engaged in provost duty at Montgomery, Ala., and in the winter of 1865 detached companies were stationed at various points in that region. It was mustered out on April 10, 1866, and arrived at Trenton on April

#### CAPT. PARMENTER'S COMPANY.

##### GALLOWAY TOWNSHIP.

Jos. Schwackeratts,  
Clement E. Cordery,  
James H. Adams,  
Elmer Adams,  
John S. Risley,  
Henry A. Bates,  
Smith Rose,  
Clark Hewitt,  
Charles H. Giffen,  
David Hewitt,  
Reuben Mathews,

David Strickland,  
Lewis Somers,  
Joel B. Wescott,  
James Peterson,  
Granville Peterson,  
Charles P. Conover,  
Joseph Y. Conover,  
Edmund Cordery,  
David C. Clark,  
James Conover,  
Alfred Reede,

Jonas T. Higbee,  
Albert Johnson,  
Andrew J. Furry,  
John Peterson,  
Leonard Ashley,  
Jacob E. Johnson,  
Job Giberson,  
Solomon Leeds,  
Hazel Rurd,  
Isaac Powell.

##### HAMILTON TOWNSHIP.

Thomas C. Stout.

#### CAPT. POWELL'S COMPANY.

##### WEYMOUTH TOWNSHIP.

Stephen Williams,  
Abram Hayes,  
Theophilus Vanaman,  
William Groff,  
David Ingersoll,  
John Magee,  
Thomas Pettit,

Richard Ingersoll,  
Samuel Morris,  
Reuben Scarce,  
Joseph Lee,  
Samuel Barnes,  
John Drayton,  
Jonathan Jones,

John Watson,  
Evan Armstrong,  
Solomon Smallwood,  
George Trader,  
Mark Cook,  
William Cook,  
Samuel F. Surran.

#### CAPT. WARD'S COMPANY.

##### ROG Harbor CITY.

George Rohrburg,  
George Salscable,  
Antonio Fireberger,  
Adolph Heller,

James Guice,  
Ferdinand Saxe,  
John Simkins,  
Adolph Getz,

John Bishop,  
John Frisch,  
Henry McChrisakey.

##### HAMILTON TOWNSHIP.

George W. Peterson.

#### CAPT. SHINN'S COMPANY.

##### MULICA TOWNSHIP.

Ransom Shoemaker,  
Samuel P. Wescott,  
Harry Beach,

Eli Craig,  
Howard Beebe,  
N. S. Deringer,

L. H. Parkhurst,  
Wm. L. Galbraith,  
Joseph Wescott.

#### CAPT. BROWN'S COMPANY.

##### ATLANTIC CITY.

Rnos R. Williams,  
John Hamman,

Charles F. Horner,  
Eli S. Amole,  
Samuel A. Rvard,

Daniel R. Wescott,  
Micajah Conover.

## THE PEN AND THE SWORD.

**Last Blow at the Rebellion.** 30th. The Thirty-fourth New Jersey had the honor of striking one of the last blows at the Rebellion, and of being the last volunteer regiment from New Jersey to quit the service of the Union. It participated in nine engagements with the enemy, the last at Fort Blakely, Mobile, April 5 to 9, 1865. Simon L. Wescoat, present building inspector of Atlantic City, was a member of this regiment.\*

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\*The patriot dead of Atlantic County—those who served their country during the Civil War—so far as known, are those whose names are given in the following transcript of cemetery records. A few names may have been overlooked, but it is believed that the list is very nearly complete. These names we would engrave upon a monument, to be erected somewhere in Atlantic County, as a memorial of the valor and patriotism of the Boys in Blue.

### NATIONAL CEMETERIES.

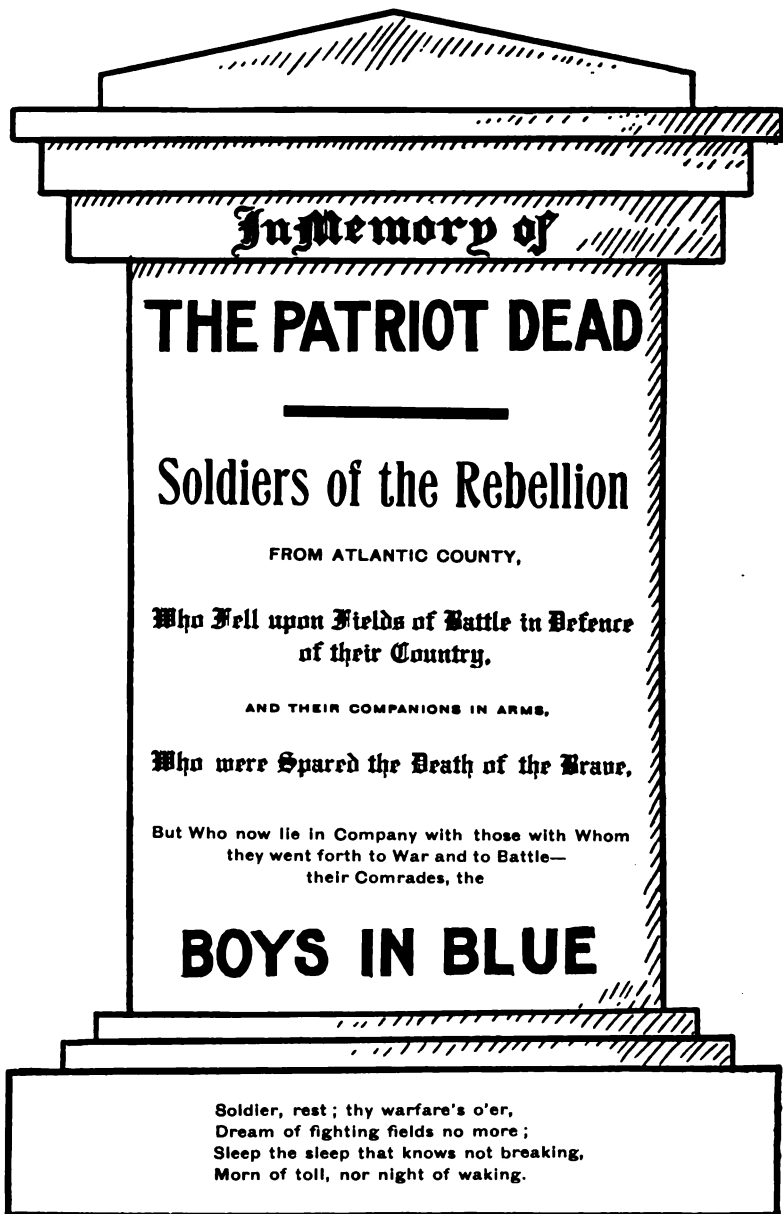
Joseph B. Blackman, Co. E, 10th N. J., died of wounds received at Spottsylvania Court House, Va., May 13, 1864.  
 Alden Clark, Co. E, 10th N. J., died in hospital, at Washington, Feb. 4, 1862.  
 Thomas B. Westcott, Co. E, 10th N. J., died at Fredericksburg, May 14, 1864.  
 Jonathan W. Westcott, Co. E, 10th N. J., died at Danville, Va., Jan. 7, 1865.  
 Recompense Conover, Co. E, 10th N. J., died at Danville, Va., Dec. 11, 1864.  
 Job C. Conover, Co. E, 10th N. J., died on board U. S. transport "Stevens," January 6, 1864, of wounds received at Cold Harbor, Va.  
 Nicholas Smith, Co. B, 25th N. J., killed at Fredericksburg, Va., Dec. 13, 1862.  
 James Campbell, Co. B, 25th N. J., died at Newport News, Va., March 8, 1863.  
 James Clark, Co. E, 10th N. J., killed at Galt C. H., Va., May 14, 1864.  
 Sylvanus Ireland, Co. G, 6th N. J., killed at Williamsburg, Va., May 5, 1862.  
 George Schenck, Co. G, 6th N. J., killed at Williamsburg, Va., May 5, 1862.  
 Philip Schenck, Co. G, 6th N. J., killed at Williamsburg, Va., May 5, 1862.  
 William McMullin, Co. B, 25th N. J., died at Falmouth, Va., Dec. 20, 1862.  
 William Peterson, Co. B, 25th N. J., died at Falmouth, Va., Dec. 10, 1862.  
 James Shaw, Co. B, 25th N. J., killed at Fredericksburg, Va., Dec. 13, 1862.  
 James B. Bird, Co. K, 23d N. J., died at White Oaks, Va., January 19, 1863.  
 James M. Caviller, Co. G, 4th N. J., killed at Gaines' Farm, Va., June 27, 1862.  
 Samuel B. Carter, Co. G, 4th N. J., died of wounds received at the Battle of the Wilderness, May 16, 1864.

### PLEASANTVILLE CEMETERY.

Isaac Myers,	James C. Adams,	Thomas Williams,
William Fleming,	James McEnnis,	H. K. Spear,
Godfrey Ang,	Clement G. Earl,	James Sumner,
A. T. Burbage,	Joseph Watson,	David I. Miller,
Benjamin Mansfield,	Samuel Paul,	George F. Scull,
Aaron H. Biddle,	James Sunderland,	William H. Furney,
George Keates, Sr.,	Oliver Conover,	Walter Febner,
Peter Kraft,	John K. McAllister,	Albert Smith,
Larkin Smith,	Henry Higbee,	George T. Gagne,
H. J. Inman,	Thomas Stevens,	James Nookes,
B. B. Thomas,	John Johnson,	James H. Caterson,
John S. Taylor,	James Sheen,	Samuel Hart,
Lewis E. Willis,	Charles Winner,	Nathan Armstead,
Linus P. Noble,	Joseph H. Winner,	William Mott,
John D. Somers,	Israel Nichols,	James Godfrey,
Henry Frease,	James L. Showell,	Henry H. Holmes,
Edward H. Earley,	Henry Binley,	William B. Mathis,
Edward Thomas,	George Gage,	Rudolph Epright,
George H. Perkins,	Thomas A. Dentry,	Risley Anderson,
Charles A. Cox,		William Humberstone.

### PALESTINE CEMETERY.

Nehemiah Clark.



## THE PEN AND THE SWORD.

### **Morris Guards Organized.**

The Morris Guards, an independent company of soldiers, was organized in Atlantic City, on March 12, 1887, when seventy-two young men responded to a call issued by Edwin Smith and Russell G. Bing. At a subsequent meeting, held on March 18th, the following civil officers were elected: President, James S. Beckwith; Vice-president, George W. Connelly; Secretary, R. G. Bing; Assistant Secretary, W. A. Hamman; Treasurer, Fred

#### SALEM CEMETERY.

Sergeant William S. Cazler, Co. E, 10th N. J. Reg., died in hospital at Baltimore, August 18, 1864.  
John B. Steelman, Co. C, 9th N. J. Reg., died in hospital of wounds received at Newbern, N. C.  
William Cain, 7th N. J., died since the war.  
Lewis Lake, Co. B, 25th N. J., died since the war.  
Daniel R. Westcoat, Co. I, 25th N. J., died at Fairfax Seminary, Va., November 20, 1862.  
Edward Risley, Absalom Humphreys,  
John Shaw, Samuel Risley,  
George H. Williams, Samuel Perkins,  
Japhet Ireland.

#### CENTRAL CEMETERY.

William Hitchins, 1st N. J. Cav., died at Alexandria, Va., February 1, 1864.  
Thomas Toy.

#### ZION CEMETERY.

Mark Mason, Co. B, 25th N. J., died since the war.  
Edward Ireland, Co. B, N. J. Vol's, died since the war.  
Gideon Adams, 1st N. J. Cav., died at Bargaintown, N. J., while on furlough.  
Israel Scull, John R. Tilton, Richard Sloan,  
Mark Parcels, Elmer E. Blackman, Thomas Sampson,  
Wesley Price.

#### PORT REPUBLIC CEMETERY.

Pitman Adams, Co. E, 10th N. J., died Sept. 18, 1864, of wounds received at Cold Harbor, Va.  
David Hewitt, K, 23d N. J., wounded, and taken prisoner at Chancellorsville; died at Trenton.  
Isaac Mathis, K, 23d N. J.  
Reuben Mathis, K, 23d N. J.  
J. Morris Caviller, G, 4th N. J., killed at Battle of Fair Oaks.  
Lieutenant Samuel Caviller, G, 4th N. J., wounded at Winchester; afterwards lost at sea.  
Mark Johnson, killed at Battle of Fair Oaks.  
Elisha Johnson, Clark Hewitt,  
J. R. Mathis, Eli M. Johnson,  
R. Walter Vansant, Dr. Harris.

#### GRAVELLY RUN CEMETERY.

William Torps,	James Peterson,	William D. Hoover, Sr.,
J. Clark,	Elias G. Ackley,	Elijah D. Davis,
William T. Morrison,	Frazer Cramer,	James Smallwood,
Giles Peterson,	John B. Abbott,	John Leeds.

#### ESTELLVILLE CEMETERY.

John Lee.

#### OCEANVILLE CEMETERY.

Evan Blackman, Joab Leeds.

## HESTON'S ANNALS.

### Active Members of the Guards.

P. Currie. At the same meeting the following military officers were elected: Captain, Edwin Smith; First Lieutenant, Fred P. Currie; besides five sergeants and eight corporals in the non-commissioned class.

The more active of the seventy-two original members were Joseph L. Shaner, Dahlgren Albertson, Frank Keates, H. R. Albertson, John P. Tompkins, Alfred H. Turner, C. W. Bolte, L. S. Conover, Clifton C. Shinn, S. C. Hinkle, E. M. Packard, G. L. Cake, Harold

### ABSECON CEMETERIES.

Jonas Somers, Co. E, 10th N. J., died in hospital in Philadelphia, Aug. 18, 1864.  
Frederick Currie, Co. G, 5th Pa. Cav., died March 26, 1861.  
David B. Clark, Co. E, 10th N. J., died December 30, 1863.  
Dr. C. R. Eldridge, Co. I, 3d N. J. Cav., died December 18, 1870.  
James H. Adams, K, 23d N. J., died April 15, 1864.  
Alfred H. Reed, 23d N. J., died May 21, 1874.  
Jesse Clark, E, 10th N. J., died since the war.  
William Adams, member of a Maryland battery, killed by a fall from a scaffold in Atlantic City.  
Frederick Kirchenman, Pa. Reg., killed by a gunshot wound at South Atlantic City.  
J. Pitman Conover, E, 10th N. J., died since the war.  
Burrows Conover, E, 10th N. J., died since the war.  
William Pine, killed by explosion of nitro-glycerine.  
William H. Applegate, G, 4th N. J., died January 10, 1864.  
John H. Clark, Daniel Ireland,  
David Gifford, Daniel Clark,  
Nicholas B. Young.

### GREENWOOD CEMETERY.

Dr. Willard Wright,	George Elliott,	John A. Rodgers,
General Elias Wright,	William Fitzgerald,	Samuel Winder,
William D. Spaulding,	Peter Mitchell,	James McDonough.

### MOUNT CAVALRY CEMETERY.

William H. Kinley.

### ASBURY CEMETERY.

Smith Albertson, Co. B, 25th N. J., died in hospital at Fairfax Seminary, Va., November, 1862.  
Edward S. Doughty, Co. B, 25th N. J., died since the war.  
Townsend T. Steelman, Co. B, 25th N. J., died since the war.  
Dempse Collins, 142d U. S. Colored Troops, died at home.  
Daniel E. English, Battery E, 1st N. J., died at home.  
Elisha S. Ingersoll, Henry B. Lee,  
Charles B. English, Abraham W. Frambes,  
Abel Scull, John W. Willits,  
Absalom Gifford, Ebenezer G. Scull,  
John Champlon.

### MOUNT PLEASANT CEMETERY.

Japhet J. Ireland, Co. I, 2d N. J., died since the war.  
John Hackney, Co. B, 25th N. J., died since the war.  
Isaac Meyers, Co. B, 25th N. J., and Co. B, 1st N. J. Cav., died October 1, 1862.  
Edward C. Bowen, regiment unknown, died February, 1865.  
Charles Stubbs, Co. D, 7th N. J., died in Belle Island prison.  
Solomon Mannery, 7th N. J., died since the war.  
Edward Taylor, died since the war.  
William A. Channels, Edward English,  
William Bozarth, Robert Mullholland,  
Purnell Bowen, John Havens,  
Peter A. Adams, Enoch Shaw.

## THE PEN AND THE SWORD.

**Edwin Smith the First Captain.** F. Adams, James S. Beckwith, William G. Bullock, C. W. Borden, W. S. Clarkson, Edward Evans, A. S. Faunce, U. G. France, Frank Glenn, Evan J. Hackney, William A. Hutchinson, John J. Harkins, H. J. Irvin and Clarence Myers, besides the officers named above.

The company, augmented from time to time, under the skillful guidance of Captain Smith, rapidly acquired the foot movements, utilizing small halls and, in fair weather, the streets, as their training grounds. In May, 1887, the first fair was held, and with it came

### SMITHVILLE CEMETERY.

Martin V. Smith, H, 8th N. J.	M. Azil Bird, K, 23d N. J.
James T. Higbee, K, 23d N. J.	David C. Clark, M, 2d N. J. Cav.
Owen S. Clark, A, 7th N. J.	Thomas Carr.
George Friedes,	Isaac S. Bowen,
Daniel Strickland,	Wesley Brown,
Job Giberson.	

### MAYSLANDING CEMETERIES.

Mark Pechy, Co. E, 10th N. J., died in Florence, S. C., November 28, 1864.	
Joshua Gorton, Co. E, 10th N. J., died in hospital January 20, 1865.	
John G. Abbott, 48th N. Y.	Solomon Smallwood, Co. A, 4th N. J.
Joseph Alexander, Co. E, 10th N. J.	Lewis Henry, U. S. Colored Troops.
Thomas Bartlett, Co. E, 10th N. J.	Harrison Wilson.
Frazier Cramer, Co. H, 8th N. J.	James Clark.
Abijah Davis.	Joseph Smallwood.
William B. Frazier, Co. E, 10th N. J.	John Frisby, U. S. Colored Troops.
George W. McCandless.	Abner Gaskill.
Samuel Smallwood,	T. Spence Mitchell,
David T. Coleman,	Jacob Mitchell,
Daniel Cheeseman,	George W. Saunders,
Oliver Beebe,	Joseph Leach,
Joseph Cain,	Leonard Risley,
George W. Davis.	

### EGG HARBOR CITY.

Charles Elwanger, Co. D, 7th N. J., died in the spring of 1884.  
 John J. Fritschy, Jr., Co. D, 7th N. J., died in Philadelphia, June 27, 1862, of wounds received at Williamsburg, Va.

### HAMMONTON CEMETERIES.

Alvin M. Bailey, Co. G., 5th V. R. Corps, died August 20, 1864.	
Benjamin R. Doughty, Co. B, 4th N. J. Inf., killed at Cold Harbor, June 6, 1862.	
Gilbert Smith,	Martin Moore,
Elnathan Smith,	John Kears,
H. Comb,	Milton Rudd,
George A. Smith,	Albert M. Ellis,
Warner K. Heston,	George Reld,
Thomas Diehl,	Valorus Potter,
Lorenzo Hall,	Stephen Thomas,
T. C. Coholsey,	Frank Rollins,
Arthur Potter.	

### PLEASANT MILLS CEMETERY.

Richard R. Abbott, Co. E, 10th N. J.	Daniel C. Doughty, Co. E, 10th N. J.
Albert Johnson, Co. K, 23d N. J.	Joseph Ford, Co. G, 4th N. J.
William W. Mick, Co. B, 2d N. J.	Benjamin Mingy, Co. I, 10th N. J.
Curtis Wilson, 2d N. J. Cav.	Joseph Westcott, Co. I, 24th N. J.
James Foster, Co. E, 10th N. J.	David Gifford, Co. E, 10th N. J.
David Carr, 10th N. J.	Stephen Horn, Co. E, 10th N. J.

## HESTON'S ANNALS.

### **Guards' Armory Erected.**

the first uniforms, the fatigue. On May 11, 1887, the company was legally incorporated. In October following they purchased their rifles. About this time, Colonel Daniel Morris, who had from its start aided the organization, began the erection of the armory building on New York avenue. It was first occupied for military purposes on the evening of January 26, 1888, and has been the scene of many distinguished gatherings, elaborate functions and merry socials. The present three-story brick front to the armory was finished in 1901.

After the company had been instituted four or five years, there was an infusion of new blood in the ranks, and energetic, willing hands took up the work of the pioneers. Captain Smith resigned and Harold F. Adams, then a lieutenant, became captain. After a brief period of practical usefulness, he, too, resigned and Lieutenant Lewis T. Bryant was promoted to the command.

Military details, while strictly adhered to, are not permitted to crowd out the sunny side of life, and in their splendidly equipped building the Morris Guards have frequently entertained the social set of Atlantic City. From early fall until summer, the armory resounds with social merriment, and pleasure reigns supreme. In their business affairs the Guards are well governed and their personnel is that of the best young element in the city.

When President McKinley issued his first call for troops at the beginning of the Spanish-American war, a number of members of the Morris Guards were anxious to enter the service at once, but Governor Voorhees decided that the first preference should be given the National Guard of the State, and New Jersey's quota of troops was made up from the militia. Assurances were given, however,

### UNCLASSIFIED.

John Shaw, Co. B, 25th N. J.	John Hamman, Co. I, 24th N. J.
Samuel Perkins, Co. B, 25th N. J.	Enos Williams, Co. I, 24th N. J.
Thomas Ireland, Co. B, 25th N. J.	Lucas Showell, Co. I, 24th N. J.
Absalom Gifford, Co. B, 25th N. J.	Samuel Everett, Co. I, 24th N. J.
Hiram Loder, Co. B, 25th N. J.	Ell Johnson, 1st N. J. Cavalry.
Daniel Veal, Co. B, 25th N. J.	Elijah Homan, 1st N. J. Cavalry.
Israel Veal, Co. B, 25th N. J.	Nehemiah Clark, 1st N. J. Cavalry.
John R. Tilton, Co. B, 25th N. J.	John Craig, Co. E, 10th N. J.
Richard Layton, Co. B, 25th N. J.	Pierson Weacoat, Co. E, 1st N. J. Cav.
William Morris, Co. B, 25th N. J.	Peter Adams.
D. Somers Risley, 1st Lt., Co. B,	Thomas Samson, 2d N. J. Cavalry.
25th N. J.	George Davis.
Thomas Toy, Co. B, 25th N. J.	John Harold.
Purnell Bowen, Co. B, 25th N. J.	Daniel Bright (colored).
Samuel C. Risley, Co. B, 25th N. J.	Ellsha Ingersoll, Co. B, 25th N. J.
Edmund I. Doughty, Co. B,	H. H. Y. Wicks, Co. B, 25th N. J.
25th N. J.	Enoch Shaw, Co. B, 25th N. J.
William Rosmier.	Japhet Ireland, Co. B, 25th N. J.
Albert English.	Israel Weber, Co. D, 7th N. J.
William H. Zern, 10th N. J.	August Siebert, Co. D, 7th N. J.
Ezra Lake, 15th N. J.	Capt. J. J. Fritschby, Co. B, 7th N. J.
Gideon Emely, 15th N. J.	Godfrey Eney, Co. B, 7th N. J.
Daniel R. Doughty, 15th N. J.	William Lafferty, Co. B, 7th N. J.
James English, 15th N. J.	Joseph Moore.
Fremont Boing, 15th N. J.	Hunter McCleas.
Edward Thomas, Co. B, 25th N. J.	Joseph Conley.
Eli Vanaman, Co. B, 25th N. J.	James Gilling.
Albert Channels, Co. B, 25th N. J.	Isaac Jarvis.
Micajah Conover, Co. B, 25th N. J.	Benj. Sherry.
Henry Higbee, Co. E, 10th N. J.	Isaac Mannery.
Jefferson Somers, Co. E, 10th N. J.	John Mushlee.



Atlantic City High School.





## THE PEN AND THE SWORD.

### **McKinley's Call for Troops.**

that the Guards would receive recognition in case a second call for troops was made. Acting on this suggestion, a meeting was held at the Armory on the evening of June 20, 1898, and officers elected. Ten days later, on June 30, an official call for another regiment of volunteers was issued by Governor Voorhees. The same night a meeting of the Morris Guards Volunteers\* was held at the Armory and a number of members signed the enlistment

#### \*COMPANY OFFICERS.

Captain, Lewis T. Bryant. First Lieutenant, Charles Stanley Grove  
Second Lieutenant, Walter E. Edge.

#### SERGEANTS.

First Sergeant, Joshua S. Jagmetty, Q. M. Sergeant, D. Manning Kerr,  
Sergeant, Silas Wootton, Sergeant, Walter W. Clark,  
Sergeant, William F. Pfaff, Sergeant, Harry E. Smith.

#### CORPORALS.

Gilbert L. Cake, William V. Voss,  
Eugene Hudson, Samuel Iob,  
J. Ruger Wood, William B. Dill,  
James H. Johnson, Frederick R. Ivory,  
William A. Stephany, Leon Lowry,  
Philip N. Bessor, J. Lambert Trenchard.

#### MUSICIANS.

Joseph Parker, Bugler, Howard Woodruff, Bugler.

#### ARTIFICER.

Charles F. Shutter,

#### WAGONER.

Theodore Robinson.

#### PRIVATES.

Anderson, Hugh, Alloway, John,  
Allendar, Louis, Biddle, Joseph,  
Brown, Harry D., Borden, Frederick,  
Barrett, Joseph, Crowley, Jesse P.,  
Cornelius, O. Vigo, Clarenback, Frederick,  
Clark, Charles, Cunningham, William,  
Carson, William A., Coffey, John,  
Clinton, William, DeCoursey, Joseph M.,  
Darby, Allen, Dougherty, John J.,  
Etris, Samuel A., Fox, Ward B.,  
French, John T., Jr., Flanagan, William H.,  
Ford, Michael J., Jr., Gordon, George,  
Hibbert, Robert J., Hunsinger, William H.,  
Hinkle, Herbert V., Hurley, Charles,  
Huney, Charles, Helmuth, Oscar,  
Hughes, John L., Ingalls, Charles B.,  
Jacobs, Joseph A., Jennings, Joseph,  
Johnson, Joseph B., Koeneke, Harry C.,  
Kane, J. Hubert, Kurfess, Christian,  
Kuehnle, Harry P., Kane, Thomas,  
Lewis, Samuel T., Luckenback, John,  
Lee, Clark, Long, William H.,  
Melenephy, Hugh, Morris, Robert L.,  
Minerd, Walter, Mealey, Joseph,  
Marks, George, Miller, Charles,  
Miller, Robt. McCurdy, McLaughlin, Alexander,  
Newton, Raymond, Nibouar, Charles,  
Newton, John, Nelligan, David,  
O'Brien, Harry, Pennell, Harry E.,  
Patrick, Daniel Karcher, Rogers, Howard W.,  
Roberts, Harry, Rogers, Joseph,  
Sherman, Everett, Souder, Lewis,  
Souder, Samuel, Slack, William J.,  
Scull, John R., Strickland, Harry,  
Turner, Hamilton, Tapken, Henry, Jr.,  
Townsend, Harry, Thomas, Joseph B.,  
Troxell, William E., Tuthill, Walter S.,  
Voelker, Carl M., VanSant, Oscar,  
VanMeter, Albert S., Woolbert, James E. W.,  
Woolbert, Stephen A. D., Walters, Scott,

Zane, Warden B.

## HESTON'S ANNALS.

### **Guards Leave for the front.**

roll. The next day the company was officially accepted and attached to the Fourth Regiment of New Jersey, U. S. Volunteer Infantry, Col. Robert G. Smith, commanding. It was known officially as Company F. Drills were begun July 5 and held every night thereafter until the Company left for the front. The recruits, 113 in number, were examined July 8, and 91 accepted—the best record in the State.

The volunteers were tendered a public reception on the new steel pier, preceded by a banquet at the Hotel Dennis, on the evening of July 11. The pier was crowded, hundreds of representative citizens being present. The next day, July 12, 1898, the Company departed for Camp Voorhees, Sea Girt, N. J. When the men assembled at the Armory, 120 strong, every one was taken by the hand by Col. Daniel Morris, the patron of the Guards, and wished God-speed and a safe return. The boys were escorted to the train by the G. A. R. veterans and other organizations. There were stirring and dramatic scenes at the railroad station, and many eyes were dimmed with tears as the train rolled away, amid the cheers of the assembled multitude, bearing the volunteers to the defense of their country's honor.

The Company was sworn into the United States service July 14, 1898. The history of the command during the war included the privations, hardships and other details of camp life; the quick advancement from the Third to the First Battalion; the compliments of the Governor; the removal to Camp Meade, Middletown, Pa., on October 8th, and thence to Camp Wetherill, Greenville, S. C., on November 12th; the honor bestowed upon the Company by the promotion of First Sergeant J. S. Jagmetty to the second lieutenantcy of Company M; the remembrance of the absent boys by the Morris Guards Relief Committee and the Young Ladies' Auxiliary, who sent many delicacies and comforts to camp.

After remaining in camp at Greenville, S. C., for some months—the war in the meantime having ended and the Guards not called to the "front"—the company was mustered out of service on April 6, 1899. They returned to Atlantic City by a special train which reached the Pennsylvania Railroad station on the evening of April 7, 1899.

A local newspaper report of the next day said:

### **RETURN OF THE MORRIS GUARDS FROM THE SOUTH.**

As soon as the long expected train had stopped and the crowd caught sight of the boys in blue, a ringing cheer arose that was heard for blocks away. The fire bell pealed forth a welcome home and a cannon near the freight house boomed forth the glad tidings. Sundry owners of revolvers let loose their blank cartridges.

One of the first members of the returning company to step on the platform was Private Sherman and in his arms he carried a kid. Following him was another carrying an imitation red cross wagon. The kid was the mascot of the company.

\* \* \*

The parade was formed at South Carolina avenue and the escort line of march proceeded through the mud and driving rain up the north side of Atlantic avenue as far as Delaware and counter-marched down the south side. The program was to go down as

## THE PEN AND THE SWORD.

### Return from Camp Wetherill

far as Michigan, but the storm was so bad that the paraders went direct to the armory and there dismissed.

All along the line the street was illuminated with red fire, and the paraders were cheered by the crowds on the sidewalks. The day and a half journey from Camp Wetherill had taken the spirit out of the boys somewhat, and the storm had its effect on their enthusiasm. They had been on the road 33 hours, and had slept only as they could catch a nap now and then. They were tired and hungry, but cheerful and well behaved.

The decorations about the city were profuse and handsome. The intentions of many of the decorators were good, but the rain played havoc with the red, white and blue stripes that were hung upon the buildings.

\* \* \*

Many a hearty greeting awaited the boys as they filed into the armory, where eight months ago they shook hands with Colonel Morris and said farewell. A heartier, happier, more sunburned lot of men are seldom seen here. The armory was well decorated inside and out and red fire was burned as the line of march approached.

Those who had packs on their backs were soon made welcome, chatting with friends and glad to get where a square meal and a good bed was a possibility. Two dogs, a kid, a big goat and three peacocks were included in the live stock brought along by the boys. The birds belong to Major Bryant and will be an acquisition to his Linwood farm.

The special train on which they came was in three sections and moved slowly. One of the boys got left in a long stretch of Virginia woods, having left the train for a moment during an unscheduled stop. He was doubtless picked up by the next section. One member, William Hunsinger, was left in Greenville hospital, sick with measles.

When all was ready "Governor" Charles Evans was escorted to the post of toastmaster, and after a feeling invocation by Pastor Cross, all made a gallant attack upon the oysters and turkey and other edibles before them. No resistance was offered and the victory was complete.

Toastmaster Evans, mindful of the hour, responded briefly and heartily to the introduction of Lieutenant Stephany, welcoming the boys back, commending their patriotism, congratulating them on their good health and meritorious conduct and service for their country. He introduced Mayor Thompson, who made a short but carefully prepared and memorized address, in which he considered the military events of the past year. He commended the patriotism which inspired the soldiers, and rejoiced in the victories which had crowned their achievements.

Peter McKenna followed with the singing of the "Star Spangled Banner," all joining in the chorus.

Judge Endicott entered heartily into the spirit of the occasion, joining in the welcome accorded to Company F, and congratulating them on their safe return. It was not their fault that they had not seen active service. He closed by proposing a toast to the "Old Flag," which was drunk by every one present.

Major Lewis T. Bryant was proudly introduced by the toastmaster, who takes a fatherly pride in the success of the young leader.

## HESTON'S ANNALS.

### **Reception and Banquet.**

Major Bryant concisely reviewed the record of the company during the heat of July and August at Sea Girt, and during the zero weather of January and February at Greenville. He gave due credit to the officers and men of Company F who won the honors of the regiment. His remarks were heartily appreciated.

Lieutenant C. Stanley Grove was heartily cheered as he responded to a call. He is a very popular officer with all the boys. He thanked heartily those who had tendered this banquet and reception, and was happy that his company had won the good will and approval of their friends at home.

Senator Lewis Evans made a pleasing, characteristic speech, brief and to the point. Cheers were given him, also for Lieutenants Edge and Jagmetty.

Some of the boys stopped at their old homes in Baltimore, Washington and other places, so that the full company was not here last night. One Atlantic County boy was killed accidentally at Greenville by the breaking down of a floor near an engine and another died of a fistula.



Store and Richard's Lawn at Batsto.

## Shipwrecks and Drownings.

1714 to 1904.



**A**BSECON, Brigantine and Island beaches, forming the coast line of Atlantic County, have witnessed many terrible marine tragedies, and each of these beaches has at times been strewn with the bodies of those who have found sad landing thereon. So far as known, the dates of these wrecks are as follows:

1714, November.—The first wreck of which there is any authentic record was that of the sloop "Dyre," of Boston, which "was run aground near Egg Harbour, but there was hopes of getting her off," as we read in the Boston News-Letter of December 6, 1714.

1739, June.—The ship "Tryal," Captain Crump, from Dublin for Philadelphia, with passengers and servants, "ran ashore at Egg Harbour" and it was "thought she cannot get off again."

1747, July.—An unknown sloop, Robert Gibbs, master, from Philadelphia for Rhode Island, was "cast away" near Egg Harbour. The vessel and greater portion of the cargo were lost.

1747, July 21.—In the Boston Gazette of July 21, 1747, is a lengthy account of the depredations of pirates on the Jersey coast, and we are told how "they chased a Schooner ashore near Egg Harbour, which they set fire to, the Men escaping on Absecon Beach." Soon after the pirates "fell in with a poor Cape May man laden with Shingles, which they took, and gave to 25 of the Prisoners scarce any Provisions."

1750, January 4.—The "York," Captain Gibson, from Barbados to New York, with a cargo of rum, &c., came ashore at Egg Harbor. The vessel was lost, but the crew and some of the cargo were saved.

1753, March 10.—A French sloop, the "Mary Magdalen," Captain Dugea, from Cape Francis to Cape Breton, was lost on Absecon bar during a violent northeast storm. The cargo of indigo, sugar and rum was lost. The captain, a merchant passenger, and crew of four white men and a negro were drowned. Two persons got upon the round house and were taken off by a whale boat.

About 1760.—The ship "Henry," Captain William Banks, was wrecked on Absecon Beach. Her cargo was partially saved by John Steelman, of Leedspoint, for which he charged 100 pounds.\*

\*The following is an exact copy of a bill (unreceipted) found among the papers of John Steelman, who died in 1762. Presumably the work of saving the cargo from the Henry was done by Steelman, and we may assume that it had not been paid for at the time of his death. The original bill is now in the possession of the author.

Capt. Wm. Banks,

Dr.

To Labour Boat hire and house hire to secure the effects of  
the ship Henry and cargo stranded on Absecon Beach

£ 100:0:0

Rec'd payment

## HESTON'S ANNALS.

### **Wreck of the**

### **Faithful Steward**

About 1765 the ship "Faithful Steward" came ashore on Absecon Beach. One boat load of passengers, in trying to get ashore, was swamped. They had with them a quantity of stamp act paper, and being eager to get ashore with this, overloaded the boat. A considerable quantity of this paper was picked up by Zephaniah Steelman, of Leedspoint, who had come over on the beach to look after his cattle, and remained with his family for many years. Steelman also obtained from this wreck two complete sets of English china-ware, one of which is still an heirloom in the family. The other was destroyed by fire. The owners of the stamp act paper no doubt hoped to find a profitable sale for it, the ports of Philadelphia, New York, Boston and Charleston being closed against it; but the sturdy patriots of old Egg Harbor would not profit by this reminder of British tyranny. They stowed it in their garrets, where it became food for the mice or scribbling paper for the children of that day.\*

About 1770.—Just prior to the Revolution the ship "Ellis," from Liverpool, came ashore upon the shoals, which at that time extended more than three miles from the shore. She was loaded with tea, and had on board a British official who had been commissioned to enforce the stamp act. It should suffice every patriotic inquirer to know that the representative of Great Britain's tyranny was smothered beneath the billows of Absecon Beach, and thrown upon the shore, as with indignation and disgust, a limp and lifeless form.

1779, March.—In a snow storm the British transport "Mermaid," of Whitehaven, England, with troops from Halifax for New York, was driven ashore and bilged at Little Egg Harbor. After being in this situation from five o'clock Monday morning until noon on Tuesday, a boat came off to their relief, and saved 42 of 187 on board. Among the lost was Captain Snowball, Lieutenant Snodgrass, 112 sergeants, drummers and privates, 13 women, 11 sailors and 7 children—in all 145.

1781, February 22.—The brig "Fame," Captain William Treen, while at anchor off Great Egg Harbor, in a heavy northwest gale, with snowy squalls, capsized. Her crew consisted of thirty-two, of whom twenty were lost. The same brig, about the first of the month, had taken the privateer "Cook," Captain Brooks, from New York to Chesapeake Bay, and sent her into the Great Egg Harbor as a prize.

### A ROMANCE OF THE WAVES.

A storm of nearly a month's uninterrupted fury; that piled the coast of New Jersey with wrecks and washed hundreds of bodies of seamen ashore; that made Cape May an island; that raged along the whole coast, from Labrador to Mexico—such was the great storm of December, 1826, and January, 1827. On the morning of December 12th the wind began to blow from the northeast, and by night had increased to a hurricane. On New Year's day, with-

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\*The Assembly of Virginia was the first to make public opposition to this odious law. Patrick Henry, a brilliant young lawyer, introduced a resolution denying the right of Parliament to tax America. He boldly asserted that the king had played the tyrant; and, alluding to the fate of other tyrants, exclaimed: "Caesar had his Brutus, Charles I. his Cromwell, and George III.—here pausing till the cry of 'Treason! Treason!' from several parts of the house had ended, he deliberately added—"may profit by their examples. If this be treason, make the most of it."

## SHIPWRECKS AND DROWNINGS.

**Shipwrecked Babe** in three miles of Lewes, on Delaware Bay, there were two hundred vessels ashore; two hundred and twelve bodies were collected and buried, and two million dollars' worth of property was destroyed. On Sunday, January 7th, a fisherman named Hughes, gathering wreckage on the coast below this beach, saw, some distance from the shore, what seemed to be a box fastened between two barrels. After much trouble he secured the prize, which proved to be a cradle covered with canvas and lashed between two casks. He removed the covering and there lay a child, apparently dead. He carried both cradle and babe home, where his wife revived the hapless little derelict, and by night it was apparently none the worse for its terrible struggle for life. In the cradle was a writing telling the story. Captain Fane and wife, on board a Boston brig, having no hope of escape, sought to save their only child, a girl, by committing it to Providence and the mercy of the sea. In the course of a few months the child was taken by relatives in Boston. Emeline Fane, as the child was named, grew to be a beautiful and accomplished woman and went to England on a visit to relatives, where she was wooed and won by a nephew of Warren Hastings, the famous Governor-General of India. Her husband died three years after the marriage, and she married an Australian millionaire named Shelbin. They embarked on the "Wanderer," a British clipper ship, bound for Sydney, Australia, and no tidings were ever had of the vessel thereafter. The sea again claimed the child of the wreck.

This great storm of 1826 had a humorous as well as a pathetic side. The saving of wreckage turned out to be a "turkey and buzzard" deal, in which the ship owner got the buzzard. When one captain got his salvage statement, giving him credit for only one hundred and twenty-four dollars, he murmured, "Why, that is flat piracy," and so the evil repute of the enterprising wrecker originated. One man near Egg Harbor Inlet secured and sold one hundred and eighty casks of French brandy, but he fell into the hands of the custom-house officers and was sent to jail for smuggling.

1830.—A nameless craft, supposed to be piratical, was wrecked on this beach in 1830. The crew was taken off just before she went to pieces. Soon after they were landed, the captain, whose mind had been shattered by the disaster, handed his gold watch to the mate, and then deliberately walked into the surf and was drowned. The crew and wreckers joined hands and tried to rescue him, but in vain. His comrades said he had a large sum of specie on his person, and expressed much regret at its loss, but no sorrow for the loss of their whilom leader. They were villainous-looking men and confirmed the suspicions of their nefarious calling by mysteriously decamping in the night.

1830.—In the winter of the same year (1830) the ship "George Cannon," from Liverpool, with a cargo of dry-goods and hardware, came ashore. The boxes of dry-goods were thrown overboard and soon lined the strand. The off-shore people scented the prey and came in crowds, eager for the spoils. Then began the most exciting game of hide-and-seek ever known on the seaboard. Cupidity and rapacity crushed out all sense of honor. Neighbor robbed neighbor. Holes were made in the hills and the boxes buried, but while the party who had hidden was gone to seek another, some-



## HESTON'S ANNALS.

### Loss of the Gheyis Kohn

body would dig it out and convey it to another place of concealment. The night was bitter cold, and two men, who started for a house at Cedar Grove, perished on the hills near by.\*

1830.—The "Gheyis Kohn" was totally destroyed off this beach in 1830. The majority of the passengers were saved, including a little girl nine years of age, who was restored to her parents, far out in the wilds of the West. Captain Busk, the commander of the vessel, committed suicide by plunging into the water, although a life-boat was within his grasp.

About 1835.—The ship "John Willetts" became a total wreck on Absecon Beach about 1835. A man named Robinson, who subsequently became a school teacher at Absecon, was one of the few survivors. One man froze to death in the rigging and his body was washed ashore.

1840.—The schooner "General Scott" was wrecked in 1840. The captain was the only person saved. He floated in on a feather bed.

1846.—A small schooner, commanded by Captain Lowe, ran ashore in 1846. As the wreck boat approached the scene of disaster, the cries for help became more and more distressing. In the midst of the excitement the captain's wife fell into the waves and was drowned. Her body was recovered.

1846.—The ship "Edgar" was wrecked in 1846. The "Pork Road" was cut through this year, in order that the wreckers might cart the cargo—pork and hams—to the meadow side of the island.

1852, December 8.—The "Rainbow," Captain Fairclouke, was wrecked. Seven persons were on board and all were saved.

From September, 1847, to January, 1856, sixty-five vessels came ashore—five in one night. Many lives were lost. The record of this period has been lost.

### WRECK OF THE AYRESHIRE.

A communication to the Philadelphia Evening Bulletin, in 1899, contains some reference to an important wreck on the New Jersey coast, that of the Ayreshire, and to other matters interesting to Jersey-men. The Bulletin article was as follows:

We have received from Controller Heston, of Atlantic City, a communication in which he shows that to "Honest John Hill" the chief credit is due for the championship of the two-cent postage reform of 1883. He says:

In your reply to "G. M. B.," last Saturday, you say, concerning the bill which reduced the postage on sealed letters from three cents to two cents, that Congressman Bingham, of Philadelphia, was principally responsible for this reduction. You are in error in ascribing to General Bingham the credit of this reduction. As a Jerseyman by adoption, I must claim this credit for a deceased Jerseyman. It is not fair to enrich the living at the expense of the dead. "Honest"

\*Mrs. Robert B. Leeds, of this city, has in her possession, a calico lining for a bedquilt which possesses special interest. It is a part of the wreckage from the George Cannon, which struck on the beach near where one of the piers now stands. The Cannon had an assorted cargo, part of which was thrown overboard. The vessel got off and was being taken into the Inlet when it struck again on the north side of the channel and went to pieces, a total wreck. It was a packet ship from England. The wreckage was a bonanza to people along the shore, who secured parts of it. The relic which Mrs. Leeds has is well preserved, and is a fine sample of old-fashioned print and design. The first double-barrel guns ever seen in this locality are said to have appeared along the shore soon after the wreck of this vessel.



1 Hon. John J. Gardner, Member of Congress  
2 Hon. Wu Ting-Fang, Former Chinese Minister

3 Hon. Joseph E. P. Abbott  
4 Hon. E. A. Higbee, County Judge

No envoy from a foreign country to the United States ever attained the degree of popularity reached by Wu Ting-Fang, who held the post of Chinese Minister at Washington, and when he was recalled in 1902 there was widespread regret. Since his return to China Mr. Wu has been made a vice-president of the council which directs Chinese relations with other countries. Madame Wu followed her husband to the Orient, but their son, Wu Chao-chu, a youth of sixteen, was left in America, to be educated in Atlantic City. He graduated from the high school with the highest honors in June, 1904. In reply to a letter from the *Annalist*, Mr. Wu said:

PEKING, CHINA, 3d January, 1904.

*A. M. Heston, Esqre., Atlantic City, N. J., U. S. America:*

DEAR SIR: In eply to your letter of 11th of Novr. last, I have to state that the reasons for placing my son in school at Atlantic City are:

1st—Madame Wu and I happened to know a very respectable married couple residing in Atlantic City, who were very fond of our son and who kindly undertook to take charge of him after our departure from the U. S.

2d—We were told that the High School at Atlantic City was just as good as any of the High Schools in Washington, where our son was being educated.

3d—The excellent climate of Atlantic City was an additional inducement for leaving our son there.

I remain, yours truly,

A large, elegant handwritten signature in dark ink, reading "Wu Tingfang". The signature is written in a cursive style with long, sweeping strokes. Below the signature is a long, horizontal, slightly wavy line that spans the width of the signature.

John J. Gardner has been identified with the history of Atlantic City since 1856, when he came here as a boy from the mainland. Excepting his service in the army during the Civil War and the time spent in college at Ann Arbor, Michigan, his home for forty years was on Absecon Island. About 1896 he removed to a farm, which he had previously purchased, near Egg Harbor City. He enlisted for three years in 1861, when only sixteen years old, and again in 1865 for one year. He served five terms as Mayor of Atlantic City, five as State Senator from Atlantic County and is now finishing his sixth term as a member of Congress from New Jersey.

Joseph E. P. Abbott is the oldest member of the Atlantic County bar and is, therefore, its "father." He has lived at Mayslanding all his life and after a successful career as an attorney and counsellor was appointed Prosecutor of the Pleas by Governor Griggs in 1898. He still holds that position.

Enoch A. Higbee is another native of Atlantic County who has won success at the bar. He has also enjoyed political preferment, being at one time Collector of the Port of Somerspoint and afterwards Mayor of that city, which latter office he still holds. In the early part of 1904 he was appointed by Governor Murphy the Common Pleas Judge of Atlantic County, to succeed Judge Endicott, who was made a Circuit Court Judge. Judge Higbee presides over the county courts with dignity and grace.

## SHIPWRECKS AND DROWNINGS.

### **John Hill and 2-Cent Postage**

John Hill was elected to the Fortieth, Forty-first and Forty-second Congresses from the Fourth District of New Jersey, and during that time he served on the Committee on Post-offices and Post-roads. It was during this service that he secured not only the passage of the One-cent Postal Card law, but introduced the Two-cent Letter Postage act, making several speeches in its favor. He was succeeded in the next Congress by William Walter Phelps, Republican, who, in turn, was succeeded by Augustus W. Cutler, Democrat. During this interval no progress had been made in securing two-cent letter postage, though Mr. Hill, by his pen in the public prints, and by personal appeals to members of Congress, had been unremitting in his efforts. Subsequently Mr. Hill was elected to the Forty-seventh Congress from the Fifth District, the State having been redistricted in the meantime. His principal desire for re-election was to secure the passage of his two-cent letter postage bill. Mr. Hill told me in 1883 that before making up the committee's Speaker Keifer sent for him, and requested that he name the committee of which he would like to be chairman. He said frankly that he would prefer to have the chairmanship of his old committee—Post-offices and Post-roads—and without a moment's hesitation Mr. Keifer agreed that he should have this, further requesting that he place his wish in writing, so that it would not be forgotten. Mr. Hill did so. When the list was announced there was general surprise and indignation among Mr. Hill's friends. Speaker Keifer had grossly violated his promise and given the chairmanship to General Bingham, at the demand of Don Cameron, in return for the votes of Pennsylvania in the caucus for Speaker. General Bingham was a member without experience in the committee. Notwithstanding this unfair treatment, Mr. Hill did not relax his efforts in behalf of two-cent postage. On December 4, 1882, he introduced a joint resolution for the reduction of letter postage to two cents, to take effect on July 1, 1883. The date was subsequently changed to October 1. He finally secured its report from the committee, of which General Bingham was chairman, and, of course, spokesman, and the measure was duly passed. Mr. Hill watched and nursed it through the Senate and into the hands of the President.

In this connection, permit me to claim for another Jerseyman the credit of introducing a measure which has been of incalculable benefit to mankind, namely, the life-saving service. Dr. William A. Newell, a Republican, who was Governor of New Jersey from 1857 to 1860, was previously elected to the Thirtieth and Thirty-first Congresses, extending from 1847 to 1851. The life-saving service was wholly devised and originated as a system by him during the first session of the Thirtieth Congress, and the first stations were established by the Government on the coast of New Jersey and Long Island. Notwithstanding the many improvements which have since been made, the first triumph was the greatest, when 301 passengers and the crew, comprising all on board, were landed on Squan beach from the Scottish bark Ayreshire during a blinding snow storm on Christmas night, 1849. No government, no board of underwriters, nor maritime exchange has ever recognized Dr. Newell's agency in originating and establishing the life saving service. Dr. Newell was appointed Governor of Washington Territory about 1880, and is now passing his quiet old age in Olympia. "Honest" John Hill was a resident of Morris County, N. J., where he died a number of years ago. He was one of nature's noblemen.

**Wreck of the  
Powhatan.**

On April 16, 1854, the bark "Powhatan" was wrecked. Many of the bodies were washed ashore in this vicinity, and were buried on Brigantine, Rum Point and in the graveyards of the county. Captain Amasa Bowen, afterward of the Atlantic City Life Saving Station, helped to inter fifty-four bodies in the cemetery at Smithville. For weeks after the occurrence bodies were seen floating around the waters of the inlets, bays and thoroughfares, in such decomposed condition that it became necessary to bury them almost on the spot where they were found. The story, as told by one conversant with the facts, is herewith given: The fierce northeaster that began on April 14, 1854, raged for several days with unparalleled fury, strewing the entire coast with fragments of shipping. The "Powhatan" was a packet ship, heavily ballasted with iron. She had left Havre on the first of March, with 311 German emigrants. Efforts were made to sail before the wind, but, becoming ungovernable, her sails were removed, and the vessel for hours struggled amid the waves with bare poles. What may have been experienced by those on board during this time will never be known, as no one lived to tell the story. On Saturday evening, at five o'clock, April 15th, she was driven with great force on the shoals at Long Beach, twenty-five miles above Atlantic City. The passengers were seen clinging to the leeward bulwark, with the sea constantly washing over them. Assistance was impossible, as any boat sent to their rescue would have been swamped, while the cries of the sufferers were heartrending. Tossing on the surf, the vessel lay throughout Saturday night and all day Sunday—twenty-four hours. On Sunday afternoon the vessel broke in two, the masts fell, and at five o'clock a huge wave covered the entire wreck. Wrecking Master Jennings had received a message through the trumpet from Captain Meyers, asking him "to save those washed ashore." On Tuesday, forty bodies came ashore at Absecon and Brigantine Beach, and on Wednesday, April 19th, twenty-eight persons were buried in the Baptist Church burying-ground in the little village of Manahawkin. About forty-five bodies of the "Powhatan" came

### SHIPWRECKS AND DROWNINGS.

**Manhattan and Colgate Wrecks.** ashore along our Atlantic City beach, most of them at the foot of North Carolina avenue. These bodies were conveyed by boat to Absecon and buried there. A child was clinging to the neck of a man when the body came ashore.

On the same Sunday evening (April 16, 1854) the schooner "Manhattan," Captain Fields, of Bangor, Maine, came ashore in the gale, a half-mile below the wreck of the "Powhatan." She came within fifty yards of the shore. Paralyzed by fear, the crew shut themselves up in the cabin, but the gale made quick work of the schooner. In an hour she went to pieces, and all on board—nine persons, including the captain—were lost, except one. Thrown into the sea, five clung to a spar, and of these one, George Griffiths, succeeded in reaching the shore in an insensible condition.

The "Charles Colgate," of New York, ran ashore on January 13, 1856, and became a total wreck. The crew was saved by the life boat. Two years later, on February 25, 1858, the "Flying Dutchman" went to pieces near the scene of the "Colgate" wreck. No lives were lost. In 1860 the "Polly Whimble" was wrecked. A wealthy lady was saved by a brave sailor, who lost his life in an attempt to save another woman's life.

The ship "Maria," a blockade runner from New York, was chased by a Government gunboat in April, 1863. The "Maria" was run ashore above Ventnor, in the early morning, and the crew escaped, taking the first train from Atlantic City. The vessel went to pieces on the beach.

In the fall of 1867 the "Santiago de Cuba" came ashore opposite South Atlantic City during a heavy fog. She was a side-wheel steamer, bound for New York from the Pacific coast, her cargo consisting of allspice, wool and crude rubber. She was heavily freighted with passengers, some 317, of all nationalities and colors, with many women and children among them. Assistance was rendered as soon as possible. The Government life boat of Atlantic City, in charge of Amasa Bowen, and the one stationed near the present site of Ventnor, in charge of Japhet Townsend, were hurried to the scene of the wreck, but before their arrival seven persons were drowned by

**Santiago de Cuba** the upsetting of a life boat in the surf. The seven drowned persons included four women, two sailors and a ten-year-old girl, one of the women being the child's mother. The child's body was washed ashore some days afterwards. The corpse was kept until a zinc coffin could be procured and communication made with her relatives, who lived at Delphi, Illinois. When the grandfather of the child, an old man about seventy-five years of age, heard of the fate of his daughter and granddaughter, he became hopelessly insane and died six weeks after the news reached him. A Welshman, rescued from the same ship, returned to his own country, and an Irish girl, who had accumulated a small fortune in California, was among the unfortunate seven. One other female, who was consigned to a watery grave, was a Southern lady, who had been married only a few weeks. About three months later a woman from Michigan, whose husband had been missing for some time, appeared at Atlantic City and made inquiry concerning the sailors that had been lost. The body of one had been washed ashore, and the description was given her. She concluded that the description answered completely to her long-lost husband, and collected from the vessel-owners his back pay. The "Santiago de Cuba" was pulled off about four weeks after she came ashore.

The yacht "A. B. Thompson," Captain Francis Steelman, left the Inlet wharf on the afternoon of July 18, 1874, with a party of eight, including the captain, for a pleasure trip to sea, intending to return the same afternoon. The party consisted of Daniel Offly Sharpless and his wife, Esther; Miss Caroline Sharpless, a young lady about nineteen years of age; Alfred Sharpless, a lad of fourteen, all of Philadelphia; Mrs. Bettie, wife of Hon. Edward Bettie, of Camden; Miss Anna W. Roberts, daughter of the proprietor of the Chalfonte Hotel, and a Mr. Clark, of Atlantic City. A stiff breeze was blowing and the sea was high. In crossing the bar a heavy sea struck the yacht and capsized her. All on board were drowned save Mrs. Bettie, Mr. Clark and Captain Steelman.

## SHIPWRECKS AND DROWNINGS.

### Rockaway and Other Wrecks.

The "Rockaway," a newly launched excursion steamer, was wrecked near Pennsylvania avenue, on March 25th, 1877. The boat had left Norfolk for New York, on the previous Saturday, in tow of the Old Dominion steamship "Wyanoke." She was built that year near Norfolk, Virginia, and was designed for the excursion trade between New York and Rockaway Beach. The hawser parted during a heavy sea, after nightfall, and the new craft went to pieces. No lives were lost. The "Rockaway" was capable of accommodating four thousand passengers, and was one of the finest boats of the kind ever built.

The schooner "Anson Stinson" came ashore just below Mississippi Avenue in 1880. The entire crew was sick and the captain had been buried at sea. The vessel was a total loss; cargo partly saved. The same year the schooner "Lydia Reed" was wrecked and lost.



Schooner "Robert Morgan" Ashore in 1884.

In 1882, on December 29, the sloop "William Lee" grounded on Absecon bar and was lost.

In 1883, on February 17, the schooner "Enterprise" went to pieces opposite the inlet.

On January 9, 1884, the handsome three-masted schooner "Robert Morgan," from New Haven, came ashore at the foot of New York avenue. She was left stranded high and dry at low water and people walked and rode around her. Children played in the sand between the "Morgan" and the ebbing tide. She remained imbedded in the sand for more than five months and was visited by thousands of people who came to Atlantic City. An admission fee of ten cents was charged, and photographs of the wreck found a ready sale at twenty-five cents. When finally floated, on the 11th of June, she was comparatively uninjured.



## HESTON'S ANNALS.

**The Geestemunde and Vizcaya** The German bark "Geestemunde," Captain Ferdinand Lenthe, came ashore during a high wind opposite Trenton avenue, on the evening of September 12, 1889. She was bound from Stettin, North Germany, for Philadelphia, laden with 800 barrels of cement and 4,250 empty coal-oil barrels, and was fifty-five days out. The crew of eighteen men were taken off by John Trenwith, of the Seaview House, and the crew of the life-saving station, but the cargo was a total loss. The vessel went to pieces two weeks later. Before going to pieces she was an object of much interest on the beach.\*

The Spanish steamer "Vizcaya" and the schooner "Cornelius Hargrave" were in collision off Barnegat on Thursday night, October 30, 1890. Both vessels went down. Of the ninety-three people on board the "Vizcaya," only thirty-four were saved by the steamer "Humboldt" and the tug "Hercules." The officers and crew of the "Vizcaya" numbered seventy-seven people. She had sixteen passengers. Ten of the crew of the "Hargrave" were also saved.

The ship "Francis," Captain A. Smith, from San Francisco to New York, 111 days out, with a crew of twenty-five men and a cargo consisting principally of wines, having caught fire, was beached on the bar opposite Little Egg Harbor Inlet, at 9.30 P. M. on May 8, 1897. The life-saving crew immediately went to their assistance and saved the crew, but the flames were beyond control, and at two o'clock on the morning of the 9th she was abandoned. The flames burned all night and were seen from the Boardwalk of Atlantic City. The fire was attributed to spontaneous combustion. Casks of wine from this wreck came ashore in Atlantic City, but were recovered for the owners by E. A. Higbee, Esq., of Somers-point, the collector of customs, the finders claiming salvage.

The schooner "Mattie B. Russell," Captain J. G. Drinkwater, from New York to Baltimore, ran ashore off Great Egg Harbor Bay on November 12, 1897. The crew was saved, but the vessel and cargo were lost.

## AN OLD-TIME WRECKER.

Atlantic City possessed no more picturesque pioneer than Captain Amasa Bowen, who died in July, 1899, at the advanced age of 82 years. Born in Atlantic County of a long line of seafaring ancestors, he became a mariner in early life and had many tales of shipwrecks on Absecon Beach.

Ryan Adams, the first of the wrecking masters, long since dead, employed Bowen when he was a youth. In those days shipwrecks were frequent along the Jersey coast and the coasting skippers in time of storm had little protection. Sometimes there were as many as six vessels ashore on this beach. When a wreck occurred Adams would speedily gather a crew of fearless men and go to the rescue of the imperiled crews of the helpless vessels. Bowen used to relate thrilling accounts of the terrible loss of life that followed the failure of the wreckers to reach the helpless sailors. Sometimes it happened that a wreck occurred when Wrecking Mas-

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\*The flag pole which stood in front of the Hotel Osborne for a time, and which was one of the masts of the old Geestemunde, was presented to the Atlantic Fire Company and erected in front of their building on Arkansas avenue. The pole is ninety feet long and is thick enough to hold a score of flags in the stiffest gale that ever blew.

## SHIPWRECKS AND DROWNINGS.

**Gussie Bowen's Bravery.** ter Ryan's crew were at their homes on the mainland. It was then the custom to signal them by sending up a tall column of smoke.

After the Government established a life-saving station here Amasa Bowen succeeded his old employer, Ryan Adams, as its keeper, and remained in charge of the station until about 1894, when he was displaced by a younger man, Timothy Parker.

During the "seventies" Mr. Bowen was associated with Lewis H. Conover, a pioneer long since deceased, as proprietor of what was then called the New Excursion House, at Connecticut and Atlantic avenues. One day a gang of excursionists invaded the house and during an altercation with Bowen would have killed him but for the bravery of his daughter, Augusta. Mr. Bowen was lying prostrate on his back and had been nearly stabbed to death, when the daughter ran to his rescue, and standing over her father's bleeding form bravely defied his assailants. She undoubtedly saved his life. This daughter is now Mrs. Augusta Tomlinson, of Atlantic City.

After his retirement from the life-saving service Captain Bowen, though close to eighty years, sailed a yacht from the Inlet. One day in the winter of 1898-99 he went to Brigantine in his yacht, attempted to return home and when found was helpless and half frozen in his boat. The exposure caused his death.

Steaming northward, through the dense fog that prevailed along the Jersey coast on the night of December 23, 1900, the British steamer "Antilia," with no coast beacons to guide her anxious navigators, suddenly came into contact with the bar that runs seaward from the mouth of Great Egg Harbor Inlet. The Longport and Ocean City life-saving crews put out at once and found the "Antilia" resting in an easy position. They landed the only two passengers, but the crew of twenty-three men preferred to stand by the ship. Wrecking steamers came to the rescue of the "Antilia," and pulled her off in a few days, with slight injury. She was bound for New York from Nassau, with a general cargo.

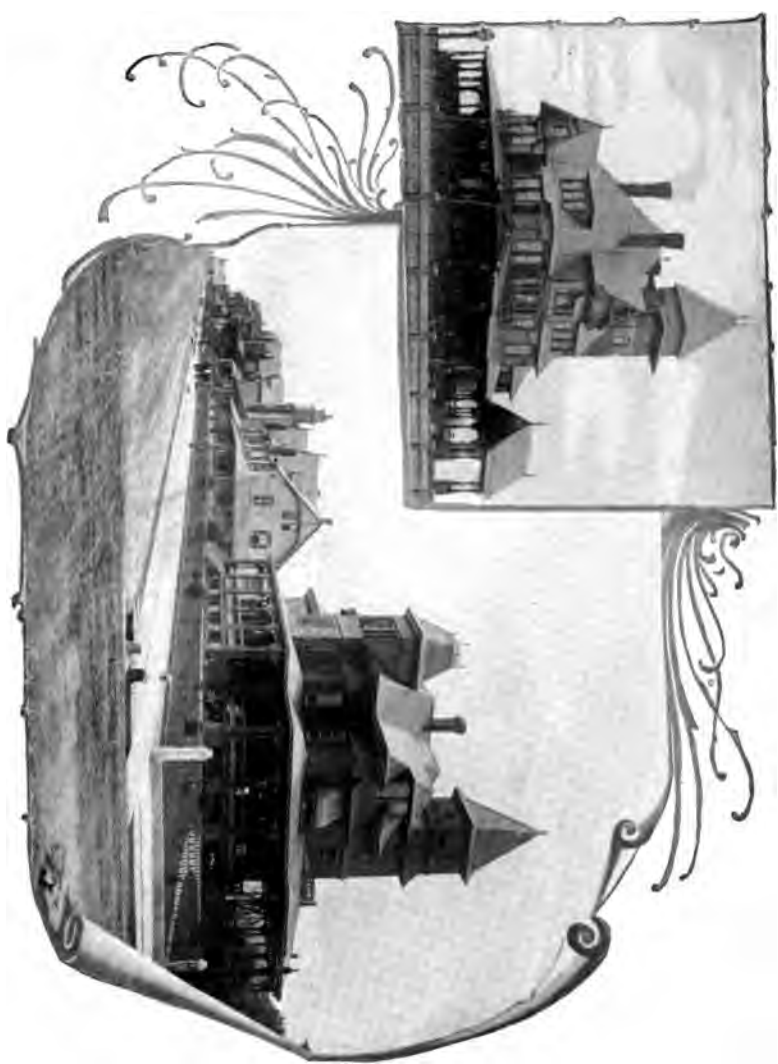
A tragic suicide from the cat yacht "Edith" was witnessed five miles off Atlantic City late in the afternoon of August 6, 1900, by Captain Hyle Parker and six passengers. A young man, probably twenty-one years of age, plunged from the bow of the boat into the sea, and upon coming to the surface, drew a revolver from his coat pocket and shot himself in the head. The tragedy was enacted so rapidly that those on board the boat had barely time to realize what had happened before it was all over. Who the young man was is to this day a mystery. During the trip outward he sat silent in the boat, but was

**Wreck of the  
Coleman.**

noticed to shift from one side to the other, until he finally fixed himself on the seat nearest the bow.

A somewhat similar suicide occurred three years before, when an unknown man, whose identity has never been learned, went out to sea with Captain Somers. He was alone in the boat, and after going some miles from shore, untied a package and laid on the seat a revolver and four window sash weights. The sash weights he tied to his legs below the knee. The captain, realizing that the man intended suicide, attempted to prevent him from carrying out his intention. The revolver caused him to change his mind. After tying the weights to his legs, the man drew a dollar from his pocket, threw it to the captain and then jumped overboard, disappearing like a shot.

The wrecking of the two-masted coasting schooner "A. T. Coleman," and the rescue, from the rigging, of the captain and crew of three men by the Government life-savers, was witnessed from the Boardwalk by 2,000 persons on the afternoon of January 20, 1901. The "Coleman" was in a water-logged condition when she ran ashore directly opposite New Jersey avenue. Five minutes afterward the life-saving crew launched the life-boat. The sea was dangerously rough, and a two-mile pull was necessary. Twenty minutes after the schooner went aground the crew took to the rigging. Their peril was observed from the shore, and within a very short time the hotels were emptied of visitors, who thronged the Boardwalk. Heavy seas time and again broke over the men in the life-boat, but they sturdily stuck to their task, although it seemed a hopeless one. After an hour's struggle they got alongside the wreck, and in a few minutes the captain, Benjamin B. Sharp, and Marcus Sharp, of Dorchester, N. J.; Jacob Willis, of Atlantic City, and Joseph Harris, of Augusta, Ga., were taken aboard. Before the men were landed on the beach, nearly frozen, the schooner had disappeared from view. The "Coleman" was loaded with lumber from North Carolina. Half of the cargo floated with the tide into the Inlet and the other went to sea, but a week later was blown ashore on Brigantine



Hensley Villa—View at Pacific and Maryland Avenues in 1902.

Mark L. Conover, of Atlantic City, is one of the few living witnesses of that marine horror of half a century ago—the wreck of the “Powhatan”. The thermometer was below the freezing point on April 15, 1854, and the wind blew furiously all that day. As darkness set in the “Powhatan” was abreast of Long Beach. The captain had lost his bearings on account of the storm and before midnight the vessel was aground at a point known to mariners as “Hell’s Hole”. In describing this marine horror Mr. Conover said he helped to handle bodies as they washed ashore until it made him sick, and then going to his home at Smithsville he found other work awaiting him. A hundred or more of the bodies had been loaded upon wagons and carried to the little village for burial. There was nothing to bury them in, and he made crude boxes, in which the bodies were buried in a trench, just outside the gates of the old Friends’ burying ground, but which has since become the Methodist Cemetery. These bodies came ashore at Brigantine. Others that came ashore on Long Beach were buried at Tuckerton and those which came ashore at other points were buried in other parts of the county. None were buried on Absecon Island.

At Long Beach the victims were plundered of their money and valuables by ghouls until the county authorities put a stop to it. As each body was placed in a wooden box everything of value was taken from it by the county authorities, and after months of waiting, as no one appeared to claim them, they were sold to defray the expenses of burial.

## SHIPWRECKS AND DROWNINGS.

**Loss of the** Beach. A part of the ship remained  
**Bark Sindia.** where she went down, forming a dangerous obstruction in the Inlet channel. The wreck was destroyed by dynamite on the following June 4th.

The steamer "Ranald" anchored off Atlantic City on the afternoon of June 3, 1901, dangerously listed by a shifted cargo of bulk asphalt. The vessel sank at ten minutes past one o'clock that night. Persons who had been watching her saw her lights burning as usual. When they looked again, a few minutes later, the lights were gone, and the sea had closed over the ship. The crew of twenty-four men, with the mate and Captain Hamilton Cassidy, were brought ashore by Captain Abraham Casto, of the sloop yacht "David Schuyler," who stayed by the doomed steamer until she went down. The listing of the vessel was caused by the melting of the asphalt in the tropical sun. She sank in thirty-seven feet of water. The steamship "Monroe," of the Old Dominion Line, lost her propeller and was badly disabled, by coming in contact with this sunken wreck, on Sunday, May 31, 1903. The "Monroe" was bound for New York.

During a storm on December 15, 1901, two vessels came ashore on the New Jersey coast. The schooner "Mark Gray," bound from Boston to Georgia in ballast, was stranded twelve miles above Barnegat. Captain Leach, who was in command of the "Gray," and the crew of seven men, were all saved by the beach guards, who went to the rescue in their surf boats.

The second wreck was that of the English bark "Sindia," which struck on the bar off Ocean City. This vessel had a crew of thirty-three men, beside the officers. All hands stuck to the ship until daylight, when they were taken off by the life-savers. The "Sindia" was a steel vessel of 2,929 tons register, and was built in Belfast, Ireland. She was commanded by Captain McKenzie, and was on her way to New York with a general cargo, from Kobe, Japan, valued at \$500,000. Captain McKenzie was injured while being taken ashore. The "Sindia" was a total loss. Her cargo was practically destroyed, and the loss was over \$300,000. A submerged wreck held her

## HESTON'S ANNALS.

so firmly in its grip that the wrecking masters abandoned their efforts to save her. At this writing (1904) her four sections of her hull are visible off Ocean City.

### SEVEN OLD WRECKS RECALLED.

The wreck which held the "Sindia" was believed to be the schooner, "S. Thorn," which went ashore about 1800 and sank in the sand.

The schooner "Klotts," sailed by Captain Thomas Endicott, of New York, went ashore about the same time, but its cargo was saved.

The schooner "Lawrence," lost while on her way to New York, was found on Ocean City's beach, was visible from the "Sindia."

The schooner "Huron," which carried sugar; the bark "Huron," which had cotton and molasses from New York; the schooner "Huron," all lay to the south of the "Sindia." The wreck of the steamer "Eutaw," once a commercial vessel trading between New York and New Orleans when she ran ashore.

The schooner "Perseverance," which was lost about 1800, was found on a foreign port, was partially exposed on the beach where the "Sindia" lay, with her hull visible from the wreck of the "Thorn."

\* \* \*

The wreck was picked up and brought here; all safe. Cap-

tain of the fishing boat from Algiers, La., on Janu-  
ary 1, 1904, the wife of the captain of the fishing  
boat, who solved the mystery of a marine dis-  
aster. Not for years had the city been  
so excited, and the news  
of the absent fishermen.  
The wreck was seen by a resident of Atlantic City  
on the fishing banks, twelve miles at  
sea, when she made to her machinery when  
she was on the "banks" for home. A se-  
cond day the little steamer disappeared  
when she left the Inlet for  
St. Louis Bay. Albert Sooy,\*  
New York, James C. Sly, James Gale,  
and John C. Cummings and Wilson

the hammer while  
Atlantic City, on  
the hammer when it was  
his head partly  
fishermen on Young's  
he was fifty five years

## SHIPWRECKS AND DROWNINGS.

**Lee and Cloverdale Wrecks.** Brown. The following statement of the terrible experience through which the fishermen passed was made by Captain Boyce:

"We left Atlantic City on January 2, 1902, and about 9 o'clock at night encountered heavy winds. Our feed pumps gave out before daylight, but the boat was kept afloat until Friday morning, when the wind changed to a northwest gale. We anchored, and although the depth of water increased a foot an hour, the men, with buckets and syphons, managed to keep the craft afloat until 3 o'clock, when the coast line steamer "Eldorado" came along and took us off. We were landed at Algiers, Louisiana."

These men were rescued in much the same manner as Captain S. S. Hudson, of Mayslanding, rescued fifty-one shipwrecked persons a few miles off this city on June 21, 1860. In that disaster twenty lives were lost.

The British freight steamer "Cloverdale," 300 feet long, struck on Brigantine Shoals on the morning of February 2, 1902, during a fog. Her cargo consisted of 4,000 tons of tea and 3,000 tons of other merchandise from China and Japan. Vessel and freight were worth \$1,000,000. The "Cloverdale" had a crew of twenty-five men, all of whom remained aboard. Captain Harding sent word ashore that the steamer was twenty-five days from Algiers, her last stopping place, and she was bound for New York, coming by the way of the Suez Canal. The Atlantic City light, which acts as a warning to mariners of the proximity of the shoals, was not seen, owing to the thick weather. She lightened her cargo and floated about a week later.

In plain sight of hundreds of people on the Boardwalk and piers, the schooner "A. L. Lee," of Somerspoint, struck on the Absecon bar, at the mouth of the Inlet, on the morning of December 10, 1902, and became an abandoned wreck. The crew of four men, three of whom were from this city, were taken from the rigging of the "Lee" by the life-saving crew, after two hours of terrible suffering from the bitter winds and freezing water which washed over the vessel from stem to stern. The schooner struck upon the bar while making an attempt to enter the Inlet about eleven o'clock that morning. She was bound from Haverstraw, New York, with a cargo of brick. The life-saving crew immediately manned their boat and started down the channel to the rescue. They made no progress in the



**Loss of the Abbott and Pascuel.** teeth of the gale blowing forty miles an hour and were compelled to land and take their boat down the beach to

a point to the windward of the imperiled vessel. The next attempt to launch the boat was made from a point opposite the St. Charles Hotel, and this time, after a hard pull at the oars, the life-boat was brought near enough to the schooner for a line to be thrown from the stranded craft to the life-boat. The crew entered the life-boat and were brought ashore. They were Captain R. S. Gaskill, Steward N. F. Bowen and "Den" Anderson, of Atlantic City, and Mate Charles Creamer, of Tuckahoe.

The full-rigged Spanish ship, "Remedios Pascuel," loaded with hides and bones from Buenos Ayres, and bound for New York, ran on the shoals at Ship Bottom Light, about twenty miles above Atlantic City, early on Saturday morning, January 3, 1903.

The "Remedios Pascuel" was commanded by Captain Tablo Ganato, and carried a crew of twenty-one men. When she struck the crew were terror-stricken and made a dash for the boats. Their fears were calmed by the captain, who, having heard the roar of the breakers on the beach, said that the shore could not be far off. Rockets were sent up, but no answer to them came until daybreak on Saturday morning, when they were taken ashore by the life crew. Portions of the cargo were saved, but the vessel was lost.

During a dense fog that hung over the ocean on the night of January 20, 1903, the square-rigged ship, "Abiel Abbott," Captain Hawkins, from Turk's Island to New York, loaded with salt, went ashore at Ship Bottom Light House, twenty miles northeast of Atlantic City, and became a total wreck. The crew of nine men were swept overboard and clung to the wreckage till morning, when the lifesavers picked up five of the men in an exhausted condition. The other four men were rendered unconscious by the cold, could not retain their positions on the wreckage and were drowned. Life lines were shot from a mortar over the boat's bow, but it could not be reached by the men on board. All of the small boats were washed away or broken when the spars fell; the men had to cling

## SHIPWRECKS AND DROWNINGS.

**The Brighton's** to the wreckage and were soon drifting out to sea. When the fog lifted in the morning the life-savers saw the men on the spar, about two miles out to sea. They went to the rescue and succeeded in bringing the five men ashore.

The "Abbott" was wrecked within one mile of the wrecked ship "Harold B. Cousens," which went ashore on January 12, 1903, eight days previous, and within a hundred yards of the big Spanish ship "Remedios Pascuel," which went ashore three weeks before. The "Abbott" was a total loss. She was 589 tons register, was built in 1875 at Boston, and her home port was New York.

In a dense fog, on the night of March 30, 1903, the Norwegian steamship "Brighton" stranded on a bar 200 yards off the upper end of Pacific avenue, Atlantic City. Four passengers and her crew of twenty-two men were taken ashore by the life-savers. She was loaded with bananas, coconuts and rum from Port Antonio, Jamaica, and bound for New York. The "Brighton," a vessel of 1,250 tons, was steaming up the coast in a storm. Her commander, Captain Otto Keogh, endeavored to keep to sea above Cape Hatteras, but a dense fog enveloped the boat most of the day. A gale tossed the vessel out of her track, and about midnight on March 30th Captain Keogh discovered himself among the breakers. The Atlantic City lighthouse, which might have warned him of danger, could not be seen in the fog. Even signal rockets failed to penetrate the fog and darkness. At daylight the life-savers boarded the ship, going out over a stormy surf in a life-boat. The crew lifted the hatches in order to lighten the boat and bananas by the bunch—thousands of bunches—were sent over the side and washed ashore, where a great crowd of people gathered them. Indeed, Atlantic City went "banana crazy." Thousands of bunches were brought ashore from the stranded steamship, and the town from one end to the other was a banana market. Atlantic City was crowded with Lenten visitors, some of whom gleefully exhibited to their friends a bunch of the green fruit. Hucksters and agents from the fruit dealers, not only here, but from Philadelphia and New York, scrambled over each other to buy for twenty or

**Crew of the Red Dragon Lost.** twenty-five cents a bunch of the green fruit that was worth anywhere from \$1.20 to \$1.50 in the customary markets. Great bunches of the fruit were seen on every kind of conveyance—wagon, hack, baby coach, donkey cart, rolling chair and street car. On hotel bills of fare were bananas raw, bananas fried, banana fritters and plain bananas. Every day for a week was banana day. One enterprising agent of a Philadelphia fruit house hired seven boats to gather up the spoils, and in one day he sent four thousand bunches to Philadelphia. Wrecking steamers worked for a week, trying to pull the "Brighton" off the bar. She was finally floated on April 7th and proceeded to New York. Her entire cargo was valued at \$40,000, but only the bananas were thrown overboard. The vessel was practically uninjured.

During a terrific gale on September 16, 1903, the fishing sloop "Red Dragon," of Atlantic City, was lost near Harvey Cedars, with all on board. The drowned men were Captain Dewitt Clark, Frank Ducasse, familiarly known as "Sinbad," John Elms, S. L. Swanson and Daniel Murdock, all of Atlantic City. The first four left families. Captain Clark and "Sinbad" were both well known sailors, and had followed the water for twenty years, fishing or sailing. Both were extremely venturesome, and had been out in many bad storms before. It was his fearlessness of the water that won for Ducasse the name of "Sinbad," the fabulous old man of the sea, mentioned in the "Arabian Nights."

The fishing schooner "Rival," Captain C. W. Farmer, of Gloucester, Mass., bound for New York with a cargo of fresh mackerel, came ashore on Brigantine Shoals about 6.30 o'clock on the morning of April 8, 1904. The captain and eighteen sailors were rescued with some difficulty by the crew of the South Brigantine life saving station. The schooner filled with water, and proved a total loss.

Numerous other wrecks might be mentioned out of the more than three hundred of which there is a record. Before the establishment of life-saving stations on the coast and the building of the light house, in 1857, there was scarcely a night during severe weather that a vessel did not come ashore.

## Memorable Accidents.

1880 and 1896.



MAYSLANDING was the scene of an awful railroad accident on the evening of August 11, 1880, by which twenty-seven persons lost their lives and as many more were seriously injured—most of them maimed for life. At about 6.30 o'clock the second section of an excursion train, which had left Atlantic City at 6 o'clock, ran into the first section, telescoping the rear car. Only two persons were killed outright, but twenty-five others died from their injuries within the next two weeks. All the dead and injured were residents of Philadelphia.

The St. Ann's Literary Society organized the excursion. The train left Philadelphia in the early morning, carrying 2,000 excursionists. Being an unusually heavy train, it was divided into two sections for the return trip. When Mayslanding was reached, the 5.10 express down, having the right of way, forced the first section to the siding. It came to a standstill. No one dreamed of impending peril. The rules of the company called for a difference of at least five minutes in the time between sectional trains, and the engineer of the standing section had no idea that the human freight in his care was in danger. Suddenly, however, he heard the second engine dashing over the rails, and before he could do anything to prevent a collision, it crashed into the rear of the train, the locomotive breaking up across the track and the tender leaping to one side.

The steam cylinder was driven asunder, and in an instant the escaping steam and water from the boiler was forced upon the passengers. The cries of men were mingled with the shrieks of agony of the women and children. Villagers came hurriedly to their relief and the injured were removed to neighboring houses, where many of them hovered between life and death for several days.

**Meadow Wreck  
in 1896.**

An investigation was shortly afterwards ordered by the authorities. It was shown that the accident was due to the criminal carelessness of the engineer of the second section.

Before the collision occurred the engineer and fireman leaped from the engine and fled. Searching parties were formed, even in the presence of dire disaster and suffering, and several hundred men, armed with knives, revolvers and ropes started in pursuit, but the men escaped. Some of the less seriously wounded were taken to Philadelphia on a midnight train, and died in the hospitals of that city, at periods varying from a week to a month following the disaster.

The most appalling railroad accident in the history of West Jersey occurred at about a quarter before seven o'clock on the evening of July 30, 1896, on the meadows just outside of Atlantic City. It resulted in the death of forty-seven people and the serious injury of more than one hundred others. An excursion train left the Pennsylvania station, in Atlantic City, at 6.30 that evening. It was made up of cars filled with people from Bridgeton, Salem and other places in South Jersey. After this train had left the station and reached the meadows, it stopped for several minutes. The Pennsylvania track crosses the Reading track about a mile beyond the drawbridge, and the engineer was not sure the way was clear; but in the signal tower the white light said "go ahead." The red light was exposed to the Reading track, signaling the down express on that road, then about due, to stop. Usually the white light was exposed to this train, and the engineer, Edward Farr, was expecting the same signal at that time.

The Bridgeton train moved toward the crossing, in obedience to the signal. The Reading train was in sight and had gained a fearful headway. When too late the engineer of the latter saw the red, instead of the usual white signal. The Bridgeton train was then crossing the Reading track and the express could not be stopped.

A moment later the Reading engine struck the third car of the excursion train, ploughed straight through it, and was thrown to the right on its side, with the engineer and



**Atlantic Avenue in 1900—Union National Bank Building.**



## MEMORABLE ACCIDENTS.

### **Horrors of the Accident.**

four persons beneath it. Three of the cars on the Bridgeton train were demolished, and the Reading engine was wrecked completely. The baggage car of this train was also demolished. The third car on the Bridgeton train was smashed to splinters, and it was in this that most of the fatalities occurred. Engineer Farr, the baggage master, Samuel Thorn, and one passenger on the Reading train, a man named Feighan, were killed instantly.

To add to the horror of the scene, the boiler of the Reading train burst, throwing its scalding spray over the injured. Passengers on the express train and those of the excursionists who were not seriously injured immediately began the work of rescue. Word was quickly sent to Atlantic City and a general fire alarm told the many thousands of citizens and visitors that something awful had happened. Immediately the city was wildly excited. Hundreds of omnibuses, filled with people, were driven hastily to the scene of the accident. The crowd numbered many thousands, and those who could assisted in the work of rescue. Special trains were sent to the scene over both roads and the dead and injured were hurried to this city.

Darkness came on quickly, and a bonfire was started, under the glare of which the work went on. The private hospital, at Pacific and Mount Vernon avenues, the only hospital in the city at that time, was quickly filled with the injured. Every physician in the city offered his services and hurried to the wreck, working all night. The groans of the injured were mingled with the anguish of those seeking relatives and friends among the dead and injured.

Both railroad stations were utilized for the disposal of the dead. A number of the injured died before day-break, and next day, when the dead were counted, they numbered forty-two. Five others died some days later, and three lingered for months and then died. On the morning following the accident the bodies of all the dead were removed to the Reading excursion house, on Mississippi avenue, and there identified by relatives and friends. Some of them were mangled beyond recognition, excepting by their clothing or by papers found about them.



## HESTON'S ANNALS.

### **Verdict of the Coroner's Jury.**

A coroner's jury of six men was empaneled by Coroner William McLaughlin, to investigate the cause of the accident. This investigation lasted several days, and the jury finally reported as follows:

"We, the jury, empaneled to investigate the cause of death of P. H. Goldsmith, Mrs. P. H. Goldsmith, Nina Cheney, J. D. Johnson, William Prickett, Tillie Leeds, Charles W. Sooy, B. Cheney, Harry Hughes, Lizzie Bateman, Benjamin T. Wood, William Carr, Charles Muta, J. N. Bateman, Charles Burroughs, William C. Loper, John Griener, Morris Peters, Joseph Peters, H. F. Bell, Mrs. H. F. Bell, Pearl Muta, Richard Trenchard, Mrs. Richard Trenchard and Charles P. McGear, all of Bridgeton; and Sallie Freas, Elmer Wentzell, Mary T. Wentzell, of Alloway; Kate Freas and Lydia Carll, of Salem; E. B. Ernest, Joshua Ernest, Martin B. Loper, Rena Loper and Annie Freas, of Yorketown; Franklin DuBois, of Husted Station; Ellen May and Mizeal May, of Palatine; Samuel Thorn, Edward Farr and William Spaulding, of Atlantic City, and Patrick Feighan, of Philadelphia, do find that the said persons above named, whose bodies we have viewed, came to their deaths by a collision of the express train, No. 23, on the Atlantic City Railroad, and an excursion train, No. 700, on the West Jersey and Seashore Railroad, at a point known as the Meadow Tower, near Atlantic City, Atlantic County, on the 30th day of July, A. D. 1896, at or about 6.48 P. M.

CHARLES EVANS,

LEWIS EVANS,

THOMAS J. DICKERSON,

J. B. CHAMPION,

LEVI C. ALBERTSON,

CHARLES E. ADAMS.

We, the undersigned jurors also find that Engineer Farr, of the Atlantic City Railroad, failed to have his engine under proper control on approaching said crossing; and that George F. Hauser, in giving the excursion train of the West Jersey and Seashore Railroad, the right of way over a fast express used bad judgment. We also are of the opinion that Engineer John Greiner, of said excursion train, erred in not exercising greater care in crossing ahead of said fast express.

CHARLES EVANS,

THOMAS J. DICKERSON,

CHARLES E. ADAMS.

The undersigned jurors are of the opinion that the cause of the collision was the failure of Edward Farr, engineer of train No. 23, to give heed in time to the semaphore signals set against him, and thus failed to have his train under proper control on approaching the signal and crossing under the rules. The undersigned jurors declare that the towerman, George F. Hauser, may have used poor judgment in his estimate of the Atlantic City Railroad train No. 23, when he gave the white board to the West Jersey and Seashore excursion train, No. 700.

LEWIS EVANS,

LEVI C. ALBERTSON,

JOHN B. CHAMPION.

The claims for damages against the two railroads, on account of the collision, aggregated about \$200,000. Many of the claims were settled privately, but a few went to the courts, and in every case the verdict was against the railroad company.

## MEMORABLE ACCIDENTS.

### **Heinekin Wreck in 1855.**

An account of a memorable wreck on the old Camden and Amboy Railroad, nearly fifty years ago, may be properly given in this chapter. The accident is known as the Heinekin wreck, and occurred on August 29, 1855, when twenty-one people were killed and seventy-five injured. At about 11 o'clock in the morning the Philadelphia train left Burlington for New York. There was but one track for the use of north and southbound trains. On nearing Ham-mill's station, two miles above the city, the engineer discovered the New York train approaching. He reversed his engine and started to run back to a siding in Burlington. Dr. Heinekin and his wife were driving from the river road to the Bordentown road, and saw the Philadelphia train pass up the track. Being a little deaf, the doctor did not hear the whistle or signal of the backing train, and looked only to the west, to see if there was any other train approaching.

Seeing all was clear in that direction, he started to cross the tracks, and as the horses reached the rails the rear car struck them. One was thrown aside and the other dragged about one hundred yards, when the rear car was thrown from the track and the others piled upon it. Passengers in the cars were buried beneath the wreck. The work of rescue began almost immediately. Doctors were summoned from other places, and as soon as possible the wounded were removed to Burlington, where hotels, halls and private residences were converted into emergency hospitals, and the City Hall into a morgue. The number killed was twenty-one.

The local undertakers were not capable of caring for all of the dead, and messengers were dispatched to near-by towns for ice boxes in which to preserve the bodies until friends could identify them.

As a means of preventing such accidents in the future, the officials of the railroad company introduced what was termed the Heinekin whistle. At every revolution of the wheel it made a tooting sound. This at first was considered a good thing, but in a short time it became a nuisance to the company, the engineers and the public, and was abandoned.

During the year of this wreck (1855) the ferryboat "Mariner" was burned at her wharf in Camden. Subsequently the old "Aramingo" was rebuilt, and her name changed to "Mariner." The latter boat, "Mariner No. 2," was sold to the government during the Rebellion, and was used to carry troops in the vicinity of Washington. She was afterward operated as a ferryboat in Baltimore, and about 1881 was sunk in Chesapeake Bay.

The whole period of 1855-56 was unusually prolific of disasters on the Delaware. In addition to the Heinekin wreck, there was the destruction by fire of the steamboat "John Stevens," the collision of the "General McDonald" with the schooner "Peace," the explosion of the steamer "Union," of the Ericsson Line, and the sinking of the receiving ship "Union."

## Rain and Snow—Wind and Tide.

1826 and 1899.

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WIND and tide, rain and snow, have contributed their chapter of "incidents" to the history of Atlantic City. The great storm of 1826 is referred to in the chapter on "Shipwrecks," and the high tide of 1844 ante-dates the incorporation of Atlantic City by ten years.

On Easter Sunday, April 16th, 1854, the entire coast of New Jersey was the scene of a terrific storm, which set in the day before. Eighteen vessels were wrecked between Sandy Hook and Cape May, two of which were the ships "Powhatan" and "Manhattan," mentioned in the chapter on "Shipwrecks."

One of the worst snow storms of the century was that of 1857, some time in February. The drift began on a Saturday and continued unremittingly until the Monday following, when there were snow banks measuring six and seven feet.

During the winter of 1857-58 there was a disastrous ice tide in Atlantic City. The weather was very snowy and intensely cold in December. The bays and thoroughfares were frozen to a depth of from three to six feet, and all shipping was suspended. In January, 1858, the wind shifted from northwest to northeast, and a violent nor'easter set in, sending the ice into the Inlet with terrific force and driving immense cakes of ice upon the meadows. In some places it was piled five feet high. The piling under the railroad bridge was lifted by the force of the tide and trains were unable to cross for several weeks. The suffering of the poor on the island was intense. One schooner, laden with wood, was driven to sea and lost, and numerous small vessels were demolished. On the beach there were icebergs twenty feet high.

**The Blizzard  
of 1888.**

On April 8 and 9, 1862, it snowed furiously in Atlantic City, and there was good sleighing for a day or two.

October, 1878, witnessed the great tidal wave, which swept the Atlantic Coast from Maine to Florida. The wind blew a hurricane and places on the coast, as well as on the rivers and bays emptying into the Atlantic, were inundated. The damage at Cape May and along the Delaware was much greater than at Atlantic City.

On January 9, 1884, a severe nor'easter swept along the coast, doing great damage. It was then that the schooner "Robert Morgan" was landed high and dry on the beach, just below the foot of New York avenue, in this city.

A drizzling rain, which set in on Sunday afternoon, March 11, 1888, changed to a snow storm on Sunday night, accompanied by high winds, and the people of Atlantic City awoke on the 12th to find the city in the grasp of a genuine Dakota blizzard. The snow was six feet or more deep in some places, while in others the ground was comparatively bare. The terrific wind blew the flakes in every direction, and it was impossible to see across the street. Very few people ventured outdoors all day Monday, and communication with the outside world was completely shut off. The high winds continued throughout Tuesday (the day of the municipal election in Atlantic City) and the mercury in the thermometer dropped several degrees. The storm had its origin somewhere in the West, but was severest along the coast, from Nova Scotia to North Carolina. It was regarded as the worst storm of the century up to that time. The blizzards of 1856 and 1857 were unusual, but not so severe as the memorable blizzard of 1888, when the snow fall was very deep, the weather very cold and the wind very high. It was an awful combination of the elements.

On September 9, 1889, another northeast storm played havoc along the beach front of Atlantic City. More than half of the Boardwalk was destroyed. The beach was swept clean, and a number of buildings, some of them very costly, were undermined and carried away. One of these was the Seaside Ocean Parlor, at the foot of Pennsylvania avenue, which cost \$10,000. At least ten thousand visi-

*HESTON'S ANNALS.*

**Worst Storm  
in History.**

tors, who were expecting to leave that day, were shut in and for two days and nights they lived in fear of being drowned, starved or killed in some other unusual way. In reality there was no danger whatever. The trial of Mrs. Evangeline Hamilton was then in progress at Mays-landing, and court officials as well as witnesses could not reach the county seat. Necessarily there was an inter-



ruption in the proceedings. The damage by this storm was estimated at \$200,000. The Boardwalk was rebuilt its entire length, at a cost of over \$50,000, and dedicated to public use on May 10, 1890.

The worst northeast storm in the history of Atlantic City began on Sunday, October 24, 1897, and continued until the following Tuesday. Communication with the mainland was entirely shut off and there were no trains out until the following Wednesday. A few people were

RAIN AND SNOW—WIND AND TIDE.

**Unforeseen  
Difficulty.**

taken across the meadows in boats on Tuesday. It was several weeks before the damages to the roadbeds were repaired. In making these repairs the engineers of the Pennsylvania Railroad raised the track to Absecon several feet, but in doing so had to overcome an unforeseen difficulty. It was found that the increased weight of gravel on the meadows caused the roadbed to sink, and it



was necessary to continue the work of filling until the gravel found a solid foundation many feet below the surface.

SINKING OF THE ROAD BED OF THE MEADOWS.

The Atlantic City *Daily Review*, of December 2, 1897, said: "The sinking of the tracks between Absecon and Atlantic City has caused considerable trouble to the engineering officers of the company, but it is believed that the cause of the trouble has been found. When the break in the ground was first noticed measures were at once adopted to prevent any serious trouble.

**Worst Snow-**

**storm in history.**

"To determine the kind of foundation there the company employed a professional well sinker, and in this way they secured samples of the soil for a considerable depth below the surface. It was found that at a certain spot where the largest break occurred, a good foundation could be had at twenty-five feet below the surface and in other places at a less depth.

"The sinking of the various wells substantiated the belief of geologists that Absecon at one time was on the ocean front. Out of one of these soundings, when it reached sixty-five feet, beach sand was brought up, which demonstrated that at one time the ocean occupied a considerable portion of what is now part of the State of New Jersey. The sounding was made about one-quarter of a mile east of Absecon."

The highest tide was on Monday, October 25, 1897, when it was six inches above the storm tide of 1889, which up to that time was regarded as the highest and most destructive storm tide in the history of Atlantic City.

A severe snow storm visited Atlantic City on Saturday morning, November 26, 1898. It continued snowing until eight o'clock Sunday morning (27th), when the depth was fourteen inches. It was the heaviest fall of snow ever known here in the month of November, and caused much damage to electric wires, shipping, &c. After the snow ceased falling, a wind storm set in and further damage was done.

In February, 1899, Atlantic City experienced the worst snow-storm and perhaps the coldest weather in her history. The snow fall began on Saturday night, February 11th, and continued throughout Sunday and the following Monday, when the depth, on a level, was 21 inches. In many places the drifts were six and eight feet high. Traffic of all kinds was suspended for two days, the only wheeled vehicles seen on the streets being the coal carts. The intense cold caused an extraordinary raid on coal bins and many families found themselves with a scant supply. The schools were closed on Monday and the business of the city was entirely suspended. The city expended over \$2,000 in removing snow from the sidewalks and crossings, the money being paid to hundreds of poor persons, who otherwise would have become public charges. Building operations were suspended for several days, on account of the cold and the great depth of snow. The work of paving Pacific avenue, which was then under way, was necessarily suspended for three weeks, until the snow had disappeared.







## Gunning and Fishing

"God never made a more calm, quiet and innocent recreation than fishing."—*Isaak Walton.*



PERHAPS there are in this world souls so sordid that they never can rise to the height of enthusiasm over that enticing pastime, fishing. It may be a matter of early training or education—this love of angling—since the man whose boyhood was passed in the country is usually an expert fisherman, and he remembers with pride and pleasure his first fishing outfit. He'd a horsehair line and an elder stick, with bended pin for a hook, and he fished till noon in the shaded creek, with an agleworm for bait. At the very first nibble, when the cork went under, the rod was thrown swiftly over his head, and the fish, breaking away from the unbarbed hook, went flying through the air, and landed back in the woods, perhaps fifty feet from the edge of the creek. A pretty sight it was, too, that perch or sun-fish, with its silvery sides dappled with gold. Then it was strung by the gills on a crotched stick, and, with three or four others, was carried home in triumph.

Ah! lives there a man with soul so dead that he cannot cherish, with fond recollection, the joy of those youthful sports? a memory so weak that it cannot recall the long-gone days of boyhood pleasures in the country—days of wishing and of fishing, when he listened to the voice of the rivulet and the language of the winds and woods? The roar of the ocean was an unknown song in that distant country home, but to him the green aisles of the forest were more than a poetic fiction.

In Atlantic City there are no scenes, no pastimes, like those incident to boyhood life in the country. There are no dank grottoes, vine-trellised and luxuriant, with perhaps only a ray of sunlight bursting through the fretted vault of green; no vistas of glory like those found in hilly

**Sport With Rod and Gun.** and mountainous places; but, brother anglers, on the veracity of thousands of the fraternity, we assure you that you will find congenial spirits here, and as fine a lot of liars (fish liars, of course) as can be found in the United States—barring, perhaps, the State of Maine.

True, there are no fresh-water trout here, but we have weak-fish, sea bass, flounders, blue fish, sheepshead and other fish, as good as, yes, better than those which navigate the mountain streams, as active and as gamy as any fish you ever saw. The bays and thoroughfares are a vast water preserve, with Nature for their keeper. From Grassy Bay and Little Egg Harbor on the north to Scull's Bay and Great Egg Harbor on the south, from the wreck of the "Cassandra" to the wreck of the "Diversity," fish of large size are found in abundance. The creeks and sounds teem with thousands of the finny tribe at certain seasons of the year, and it is here, also, where agile oysters, mild, serene, on beds of moss recline; where soft-shell crabs live pinchingly, and pearly sheen of hake and flounder wins the flies.

It can be truthfully said that nowhere else along the coast are there better facilities for sport with the rod and the gun than in the vicinity of Atlantic City. The woods on the mainland are splendid feeding grounds for quail in the fall months. The meadows also abound with duck, geese, plover, snipe, marlin, curlew and marsh hens. A favorite feeding ground for the robin-snipe, a few years ago, was the sod beach on Brigantine. An old hunter says that for fifteen years he shot them on this spot from behind a blind near Smith's Hotel before daybreak, catching a head on their nimble bodies when the white comb of a breaker flashed in the background. Curlews are not in as good flight now as some years back.

A variety of beach birds can be bagged in the spring, if the sportsman is speedily on the ground. The gunning is equally good in the fall, when the birds make their annual flight southward. September and October are, generally, good months to test the sportsman's mettle and skill, and, with perseverance, he is sure to return laden with small game. Nor will he need any soothing syrup

## GUNNING AND FISHING.

**Wing Shot in** to woo his natural rest; his peregrinations will bring him both appetite, fatigue and stamina.

**Spring and Fall.** For extra sport in wing shot in the spring and fall the sportsman must visit Grassy Bay, which is convenient of access by yachts from the Inlet, where wild duck and brant are usually found. At low water this bay falls almost dry, and is a feeding ground for fowl that are common to salt water. Here is found the blue-bill, the black duck, the long-neck, the red-head, the dipper, the cub-head, the widgeon, the granny, the coot and the shelldrake. Marlin, willet, plover, robin-snipe, graybacks, calico-backs, black breast, ring necks and other snipe are also found upon the bars of this bay.

Besides Grassy Bay, there is good gunning in Atlantic County in and around Great Bay, Reed's Bay, Absecon Bay, Eagle Bay, Duck Thoroughfare, Newfound Water, Dole's Island, Mankiller Bay, Gull Island Cove, Oyster Thoroughfare Islands, Shelter Islands, Jonas' Island, Pook Island and Lake's Bay.

There is usually very good quail and rabbit shooting in the woods and fields on the mainland. This is

In the brilliant autumn-time, the most brilliant of all,  
When the gorgeous woods are gleaming, ere the leaves begin to fall;  
When the maple boughs are crimson, and the hickory shines like gold,  
When the noons are sultry hot, and the nights are frosty cold.  
When the country has no green, but the sword-grass on the rill,  
And the willows in the valley, and the pine upon the hill;  
When the pippin leaves the bough, and the sumac's fruit is red,  
And the quail is piping loud, from the buckwheat where he fed.  
When the sky is blue as steel, and the river clear as glass,  
When the mist is on the ocean, and the network on the grass;  
When the harvests are all housed, and the farmer's work is done,  
And the woodland is resounding with the spaniel and the gun.

The sportsman, however, must remember that there are in New Jersey certain enactments which must be respected. They are known as "Game Laws." They prohibit persons who are gunning for geese, brant or ducks from placing their decoys further off from the edge of the marsh, island, bar, bank, blind or ice than three rods' distance. All persons are prohibited from pursuing any fowl after night with a light. This class of sportsmen are called "pot hunters," and are held in disrepute by legitimate sportsmen.

The fish most taken hereabouts are the weak-fish, king-fish, flounder, sheepshead, sea bass, black-fish and the Cape

**Deer in the  
Backwoods.**

May goodies. The weak-fish are the most sought after, and are caught nearly everywhere. Being gamy, they afford sport to the professional angler as well as the novice. The bass are more easily caught, and, having a large mouth, they frequently swallow the bait, hook and all, and are caught with less skill than any other fish. The king-fish, when hooked, is a gamy fellow, but is apt to take off the bait and leave the angler's hook bare. The sheepshead usually bites well, but is slow in taking the bait in his mouth, and even after being hooked, one is not sure of him. In the first place, he is very strong, and if you attempt to pull him in by main strength and awkwardness, the chances are that he will break your line. The custom among experienced fishermen is to drown him out—that is, let him have his own way until exhausted, and then haul him in. The flounder is a nice fish to catch, and bites voraciously. For outside fishing, a trip to either of the sunken wrecks will give the angler fine sport in bass, weak-fish and sheepshead fishing.

These twin sports of fin and feather are not only delightful in themselves, but they serve the better purpose of aiding largely in restoring health and strength to the invalid. Days and weeks may be spent in cruising about through the bays and thoroughfares, with never a flagging or failing of interest; and while the bronze deepens on the cheek, and the pulse bounds more vigorously, and the step grows more elastic, there is no thought of yearning for other scenes.

Time was when the backwoods of Atlantic County afforded fine sport for those who were fond of hunting, and even now a considerable number of deer may be seen in that region. In the autumn of 1903, the men at McClure's Tavern, Buck Hill, Risley's, Mayslanding and other places in the pine belt, who had occasion to go into the twelve-mile swamp along the Tuckahoe River, returned with stories of the bucks and does they had seen. All through the pines of Cape May, Cumberland, Atlantic and Burlington Counties, the woodsmen saw more deer in 1903 than had been visible for a decade. This increase was the result of a protective law enacted by the Legisla-

### GUNNING AND FISHING.

**Close of Season for Deer.** Under the existing law no deer can be killed in New Jersey until November, 1904, and then only on one day in each week of that month.

There are many sportsmen in this section of the State who are in favor of keeping the season closed for at least



Old Richards Mansion at Batsto.

five years. Were the animals protected for that length of time, it is thought that they would become as numerous as they were a quarter of a century ago, when one hundred or more were shot each season in Cape May and Atlantic Counties alone.

## Ever-Changing But Never Ending Seasons.

"Autumn to Winter, Winter to Spring,  
Spring into Summer, Summer into Fall!"

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ATLANTIC CITY'S response to Spring's passionate wooing is a simple invitation to "come." In the spring-time, particularly in March and April, the devotees of Fashion, banishing all desire for social pleasure at home, hasten to Atlantic City to enjoy new pleasures and new life amidst old friends and old scenes.

In summer-time the joys of other days are forgotten. Life, animation and happiness go hand-in-hand, and pleasures abound on every side. The spell is irresistible; the charm contagious.

When mellow autumn comes and the year puts on her visionary tints, Atlantic City again bids us "come." The air is pregnant with health and the breezes are a tonic to mind and body. It is even said that the sunshine of October intoxicates with excessive healthfulness. At this season there is a tranquility that the summer visitor wots not of. The sea of human faces has ebbed, and there is relief in the absence of the surging, ever-changing crowds of summer-time.

Sun parlors, pavilions, rolling chairs and carriage drives along the glittering strand or over the stone roads—these and other pastimes appeal to the easy-going, pleasure-loving visitors. The bathing in September and October is delightful, and the fishing, crabbing and boating are at their best.

Archæus reaches out his hand and bids the visitor tarry till November. Sufferers from autumnal catarrh, a form of hay fever, enjoy great relief while here at this season. Delicate people and those susceptible to the malarial and typhoid influence of the autumn in towns and cities, enjoy immunity from these affections in Atlantic City.

*EVER-CHANGING BUT NEVER-ENDING SEASONS.*

**Endless Season by the Sea.** To the well, at this season, there is little attempt at indoor pleasure in daytime—at least, not until November. Even the card tables are deserted for the rod, the gun or the sail, and those who are not experts with these traverse the beach and Boardwalk in quest of other forms of pleasure.

In the heart of winter social life plays a great role. The amusements consist chiefly of musicales, theatricals, dances, receptions, card parties, readings, lectures and a round of gayeties at the hotels and cottages.

Thus the days, the seasons and the years come and go. Every day has its pleasures, every season its charms and every year its changes. As "Queen of the Coast," Atlantic City worthily wears her crown.

A few years ago, an eminent physician, after spending four years in travelling through all parts of the United States, and in visiting numerous resorts for health, publicly expressed the opinion that Atlantic City was destined to become "the greatest, most popular and most widely known resort on the American continent—perhaps in the world." That prophecy to-day is fulfilled. With a permanent population of 35,000, it stands apart, in a class of its own, distinct from the ordinary summer settlement. With a midsummer population verging upon 200,000, it boasts itself to be the largest city on the Atlantic coast south of New York. With its present rate of growth and popularity as a resort for health and pleasure in every month of the year, it will in the near future attain such proportions as now it might seem extravagant to predict. And perhaps the most confidence-inspiring feature of the whole case is that all this vast development is on the sure and certain basis of actual and demonstrated worth. Atlantic City deserves to be the great resort it is and the greater resort it will be. That is the fact upon which its hope is based, and of the soundness of which every appreciative visitor is speedily convinced.

After all that can be said of Atlantic City as a summer resort, its most charming social feature is during Lent. It is then that the fashionable hotels and boarding-houses are thronged with the wealthy people, who seek seclusion



## HESTON'S ANNALS.

### **Magnitude of Relaxation.**

and rest during the penitential season. The fashionable come from their giddy round of social pleasures, the professional men and women from their studies, the merchant from his perplexing ledger, the politician from his nagging constituents, and youth and beauty to see and be seen of each other. It is the season of quiet, but is not devoid of pleasure. There are dainty musicales, readings and recitals almost nightly in the hotels. The great cosmopolitan throngs have not yet invaded the hotel, quiet dignity prevails and the hotel colony takes on much of the appearance of a family reunion.

The visitor at this season need dread no discomfort, but may rather look forward to all the comforts of home, doubly magnified. The rooms will be steam-heated and electric-lighted; he may bathe in salt sea water with the winter chill extracted, may read or dream before a glowing open-grate parlor fire, wander through tropical-like conservatories, or bask in warm sunshine, and from behind the clear glass inclosures of the sun parlors watch the ocean in its moments of anger or placidity. He may breakfast, lunch and dine on the finest that the land affords, and, in short, live like a prince, with naught to annoy and everything to please and entertain.

Nowhere else in America is there such magnitude of relaxation. Day after day, from early morn to midnight, it presents itself along the riparian plaisance, the Boardwalk. Nowhere else do the social extremes come nearer to touching each other without friction or unpleasant lines of demarcation.

The "season" at Atlantic City, as stated, is ever-changing, but never-ending. The year begins with the mid-winter season, which imperceptibly blends into the Lenten season, which blossoms into the brilliant Easter season, which runs on to the regular spring season, which is a prelude to the midsummer season, which is followed by the late summer and early fall season, which gives way to the regular autumn season, which brings us to the holiday season, which makes both ends meet by linking on to the midwinter season.



Olive Street Presbyterian Church. Pacific Avenue Westward from Tennessee Avenue. St. Nicholas R. C. Church



## Chelsea and the West End.

1881 to 1904.



FEW blocks below Atlantic City proper, but within the city limits, is a select suburb, called Chelsea. It is laid out on a comprehensive scale, with wide streets and large lots, those fronting on Pacific avenue being sixty feet wide and the corner lots sixty-five feet. Restrictions embodied in the deeds require all houses to be set back at least twenty feet from the street, and prevent them, also, from being crowded closely together. Only one building for dwelling-house purposes is permitted on each lot. No liquor saloon or other undesirable places are allowed, and stringent regulations govern the sanitary arrangements.

In 1881 this district, from Iowa or Lenox avenue\* to Montpelier avenue, was owned by the heirs of John C. Da Costa, Daniel Morris and the estate of John T. Alburger. There were no houses below Georgia avenue, excepting an old frame house at Richmond avenue, known as the Half Way House. The intervening space was covered with immense sand hills and cedar trees. The land had no marketable value at that time.

Mrs. Mary A. Riddle believed that a resort could be established on this land that would surpass anything in Atlantic City, if proper restrictions were put in all agreements. She determined to buy the Alburger, Da Costa and Morris properties, but found that the owners, although they could not find a cash buyer, held their properties in the hope that some day Atlantic City would improve sufficiently for them to gain something from their holdings. As an instance, the Alburger estate owned a

\*In the early part of 1904 forty-five of the forty-eight property owners on Iowa avenue petitioned City Council to change the name of that avenue to Lenox avenue. A majority of the Council favored the petitioners, but as there was some opposition the petitioners proposed that final action on the pending ordinance, authorizing the change, be postponed until October, 1904.

*HESTON'S ANNALS.*

**Chelsea Beach  
Company.**

strip where Brighton avenue is now located, which had been taken for a debt of \$12,000, and they would not sell for less than that amount.



Mrs. Riddle bought a two-year option at that price, and other options on the Morris and Da Costa properties, on the same terms. On July 18, 1883, a company was formed, called the Chelsea Beach Company, composed of the following ladies: Mary A. Riddle, Julia M. French, Rebecca C. Hallowell, Huldah A. Carter, Caroline E. Riddle, Julia P. Brown and Mrs. Henry Mosebach.

**Mrs. Mary A. Riddle, deceased.** The active spirits in this corporation were Mary A. Riddle, President; Julia M. French, Secretary, and Mrs. Henry Mosebach, Treasurer. Hon. Joseph Thompson was the attorney for the incorporation and one of the incorporators. The growth at first was very slight. Pacific avenue was not then built to Albany avenue, nor was this done until 1889.

Mrs. Riddle, the originator of this company of real estate operators, composed entirely of women, was the widow of William Riddle, Sr., a well-known Philadelphian of his day.

**RIDDLE, RICHARDS AND ABBETT.**

It is an interesting fact that when the Camden and Atlantic Railroad Company was being organized, in 1852, there lived in three adjoining houses on Fifth street, between Race and Vine streets (then a fashionable residential section of Philadelphia), three gentlemen who were afterwards prominent in the affairs of New Jersey and Atlantic City. They were Leon Abbett, father of New Jersey's Governor of that name; William Riddle, Sr., and Samuel Richards. Mr. Richards was the promoter and founder of the Camden and Atlantic Railroad. He went around with a subscription list and obtained the greater portion of the money used in building the railroad. Councilman William Riddle, of Atlantic City, son of

## CHELSEA AND THE WEST END.

### **Seven Women Operators.**

William Riddle, Sr., has in his possession a receipt, dated September 19, 1852, and signed by A. Alfred Negus, first treasurer of the railroad company. It is subscription No. 2, issued to William Riddle. The first certificate was issued to Mr. Richards.

The company organized by Mrs. Riddle proved to be one of the most successful real estate ventures in Atlantic City. The seven women succeeded beyond their expectations, and a number of persons who afterwards became interested in the company profited by the foresight and business sagacity of Mrs. Riddle and her associates. There was a steady appreciation in the value of building lots and at the beginning a few very attractive cottages were erected. Each year saw a rise in values and more houses erected. To-day, lots on Pacific avenue, which were sold for \$500 in 1883, are worth \$12,000 and \$15,000. Lots on the cross avenues, south side, are worth \$6,000 and \$8,000, while on the north side the prices vary from \$2,000 to \$4,000.

Chelsea is now the finest residential section of Atlantic City, and some of the "cottages" are really not cottages, but seaside mansions. Briefly stated, Chelsea, as we see it to-day, is a monument to the energy and forethought of a woman, Mrs. Mary A. Riddle, now deceased.

### CHELSEA BRIEF OF TITLE.

The original Chelsea tract included only the lands between Brighton and Montpelier avenues, but the district was afterwards extended westward to Albany avenue and eastward to Iowa avenue. In fact, all that portion of Atlantic City below Florida avenue is now known locally as "Chelsea." Concerning the lands between Florida and Iowa avenues we have a perfect chain of title from the time of Jeremiah Leeds, but previous to the date of Leeds' first residence on the island, the title to this and all other lands is imperfect.

Absecon Beach, from the Inlet of that name southward to Dry Inlet (Jackson avenue), was at various times, before 1743, granted to five men in nine or ten different ways. The lands between Florida and Iowa avenues were probably included in John Ladd's second survey, made in 1739, but owing to the looseness and generality of description their title is extremely obscure subsequent to that date until the time of Jeremiah Leeds. He was undoubtedly in the occupancy of and claimed as owner a large part of the beach as early as the year 1815, and he died in 1838 in undisputed possession of all of the beach lands, excepting a tract of 131 acres, known as the Chamberlain tract. His six children inherited the lands subject to the dower right of their mother, Millicent Leeds, who died in September, 1873.

## HESTON'S ANNALS.

### **West End Cottages.**

The lands were partitioned among the heirs in 1840, and to Andrew Leeds, one of the sons, was given a tract containing 347 acres, including the lands between the present Florida and Iowa avenues, and extending from the ocean to a point about midway between Atlantic and Arctic avenues. Subsequently, in 1849, Andrew Leeds sold to Steelman Leeds part of this tract, comprising 216 acres, for \$500. In 1853 Steelman Leeds sold to Daniel Deal, Arthur A. Burt, William C. Milligan and Thomas Sovereign, 40 acres, being a part of his 216 acres, for \$3,000.

In 1859, on petition of Thomas Sovereign and Clarissa A. Burt, the Circuit Court of Atlantic County appointed Jacob S. Rowand, Chalkley S. Leeds and Thomas C. Garrett to partition this tract of forty acres. They divided it into twenty-four town lots and awarded six of these to Thomas Sovereign. The latter also became the owner of lands between Montpelier and Boston avenues, which he purchased about 1861 for \$100 and sold to William Riddle in 1889 for \$60,000.



Below Chelsea, and still within the city limits, is another improving section—the West End or Lenox of Atlantic City. This tract, extending from Richmond avenue to Jackson avenue, was developed principally by William McLaughlin and E. J. Petroff. A number of the avenues are wider than usual, with flower beds in the centre, and the buildings already erected are substantial, attractive and modern. In a few years the West End will share with Chelsea the distinction of being the prettiest residential section of Atlantic City.

## PART IV.

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Atlantic County, Past and Present.





**Hammonton Lake**

## Brigantine and Hammonton.

1609 to 1904.



RIGANTINE history goes back to the beginning. That is, its narrative begins when Absegami or Absecon Beach was discovered by Hudson in 1609, whereof some account is given in another chapter.\* After Hudson came Mey, who may not have landed in person in the vicinity of Absegami in 1614, but we know for a fact that his crew landed and finding so many gulls' and other birds' eggs, they called the country the harbor of eggs.

The owners of the ship "Fortuyn," whereof Captain Mey was skipper, represented to the burgomasters of Holland, in October, 1614, that after great expense and damage by loss of ships, they had, with five ships, discovered and found places, passages, havens and lands in America, and were entitled to concessions. They reported again, on August 19, 1616, concerning a second voyage, during which they had discovered a certain country, bay and three rivers in a small yacht called the "Onrust," and had traded with the natives for sables, furs, robes and other skins. They found the country full of trees, which in some places were covered with vines. They also had seen bucks, does, turkeys and partridges.

For more than one hundred years after the "Fortuyn"-nate find of eggs by Dutch sailors, hereabouts, we have no account of Brigantine. Peter White made the first survey on the beach, and the record of his survey is found in the Surveyor-General's office, at Burlington, under date of August 14, 1724. But before any surveys were made, a brigantine loaded with supplies struck on the beach and went to pieces. From this incident the early settlers called the nameless island Brigantine Beach.

Of this beach, as we find it to-day, a lady from one of the large cities, who is a frequent visitor to Brigantine, says:

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\*Volume 1, page 51.

## THE MOUNTAIN

to see the white-crowned vireos  
 in health and beauty on the  
 and on the other side of the  
 and while the balmy breeze  
 comes sweeping straight  
 the meadows. Someone has said  
 "Nature's own quarantine"



Bellevue Avenue, Hammononton.

But they are our  
 monster, making us creep,  
 and sanitarium at  
 Providence. I have  
 20



Old Somers Mansion, Somerspoint.



Old Mill Beside Bargaintown Pond.



## BRIGANTINE AND HAMMONTON.

**Smith's Brigantine Hotel.** seems chiefly to have remembered His little ones in fashioning some ideal play valley for them, or in taming old ocean's foamy lips, almost into tenderness, for their delight and safety. I long ago christened those latter places "Children's Beaches," and I can never see one with its crowd of happy, frolicking toddlers in high revel there, without a little yearning desire to join them furtively, and a memory of the old song

"Make me a child again, just for an hour."

Nowhere do I know of a gentler, safer, kinder—I had almost said more motherly—bit of a beach than this alluring flounce on the pretty skirt of Brigantine. It is pre-eminently a "Children's Beach," where they can romp and wade to their heart's content for ever so many yards out, without fear or danger. To be statistical, it runs 700 feet out before it is over Jack's head, with the smoothest, finest, firmest bottom that I know of anywhere.

The Atlantic City trolley cars convey passengers to the Inlet, where for several years commodious steamers have plied between Brigantine and Atlantic City across the little strip of sea, Absecon Inlet, to the wharf of the transit company at the lower end of Brigantine. Here the trolley cars run the entire length of the beach, six miles, passing within sight of the treacherous Brigantine Shoals, upon which hundreds of vessels have been wrecked, accompanied by great loss of life.

Brigantine is the home of a number of prominent gentlemen and their families. Smith's Hotel, kept by Alfred B. Smith, has been for years, not only a summer boarding place, but a well-known rendezvous for sportsmen during the gunning season. Another hotel, the Holland House, is of more recent construction, being opened in 1896. It is of modern architecture and does a good summer business.

Brigantine is or *was* accessible by railroad from Philadelphia and New York via the Reading and New Jersey Central Railroads, which connect with the Brigantine Railroad at Pomona. This road crosses Grassy Bay on a trestle, which was destroyed by a severe storm on September 16, 1903. The loss was considerable, but the damage is being repaired, and it is hoped that the train service will be resumed before the summer of 1904. Visitors to Atlantic City enjoy the trip to Brigantine, by boat or train, and a by-expression hereabout is, "Everybody

**Sport on** goes to Brigantine," which is literally  
**Brigantine.** true. In fact, it is said that anybody  
is a "nobody," if he does not go, be-  
cause everybody goes. It may be for only a day, but still  
he goes.

Brigantine Beach, at one time, was one of the choicest  
places along the coast for sportsmen. Blue fish, floun-  
ders, porgies, bass and weak fish are still caught in abund-  
ance. The adjacent meadows are alive with snipe, cur-



A Home in Atlantic City.

lew, marlin and the whole family of wading birds in sea-  
son. The upper end of this beach was for many years  
the breeding place for sea gulls. Myriads of these birds  
would congregate there. The eggs were laid in the sand,  
the nest being a mere hollow, with sometimes a few twigs  
and leaves.

The government designated Brigantine as a post-town  
on February 28, 1881, when Charles A. Holdzkom was  
appointed the first postmaster.

## BRIGANTINE AND HAMMONTON.

### **Founding of Hammonton.**

Although the town of Hammonton, as now located, was founded by Richard J. Byrnes about 1856, there were a number of houses in that neighborhood previous to 1850, but the old mill, on the edge of the lake, built by William Coffin in 1812, had been silent for some years and the glassworks, built by the same gentleman, at a later date, had fallen into decay.

Even before Coffin came from Green Bank to build and operate the saw mill for John Coates, there had been white people living in the neighborhood, and some of the "poor whites" must have come in contact with the remnant of the Yacomanshag Indians, who lived in that neighborhood as late as the eighteenth century. A hundred years ago Dr. Bowman Hendry, of Haddonfield, made professional visits through that country, riding as far as Egg Harbor.

The pioneers of the new Hammonton were the settlers of 1850, but the real founder of the town was Richard J. Byrnes, a young Philadelphian, who had finished his education at the high school in that city and started in business as a banker with Charles K. Landis, afterwards the founder of Vineland. Mr. Byrnes—the Judge Byrnes of to-day—having purchased the land, in connection with Mr. Landis, advertised it for sale in small lots or farms, offering liberal terms and setting forth the advantages of the locality for healthfulness. The office of Byrnes & Landis was in the old Coffin mansion, part of which was built in 1812, and which still stands near the dam. The stage from Leedspoint to Camden, driven by Captain Samuel Kemble, passed through the town every Wednesday and Saturday, and back from Camden on Thursdays and Mondays. Settlers came in considerable numbers, principally from New England, but a building, used both as a church and school-house, had preceded these New England settlers. This was erected about the time of William Coffin's settlement, and, according to Dr. James North, it stood on the old Waterford road, near the Minor Rogers farm. Later a school-house was built nearer the lake, and in this building the then rising generation—the mid-



## HESTON'S ANNALS.

### West End Cottages.

The lands were partitioned among the heirs in 1840, and to Andrew Leeds, one of the sons, was given a tract containing 347 acres, including the lands between the present Florida and Iowa avenues, and extending from the ocean to a point about midway between Atlantic and Arctic avenues. Subsequently, in 1849, Andrew Leeds sold to Steelman Leeds part of this tract, comprising 216 acres, of his 216 acres, for \$3,000. Subsequently, in 1849, Andrew Leeds sold to Steelman Leeds part of this tract, comprising 216 acres, of his 216 acres, for \$3,000. In 1853 Steelman Leeds sold to Daniel Deal, Arthur A. Burt, William C. Milligan and Thomas Sovereign, 40 acres, being a part of his 216 acres, for \$3,000. In 1859, on petition of Thomas Sovereign and Clarissa A. Burt, the Circuit Court of Atlantic County appointed Jacob S. Rowand, Chalkley S. Leeds and Thomas C. Garrett to partition this tract of forty acres. They divided it into twenty-four town lots and awarded six of these to Thomas Sovereign. The latter also became the owner of lands between Montpelier and Boston avenues, which he purchased about 1861 for \$100 and sold to William Riddle in 1889 for \$60,000.

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## PART IV.

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Atlantic County, Past and Present.



**Baron Puchelstein** cabin, whence it was removed before the slow hand of authority had time to investigate. Years before this an old woman of eighty had disappeared in a like manner. It was said she had wandered to the swamp not far from her home, and though it was searched by the entire male population for a week, day and night, no clue was ever found.

Charlotte Cushman, the great American actress, once owned many acres on the north side of Hammonton, and her agent, Col. Obertypher, a Hungarian exile and friend of Kossuth, made his home on this property. General Samuel Wylie Crawford, the hero of Cedar Mount, was principal of the high school one year. "Patriot, soldier and scholar," says Dr. North, "he is well remembered by those whose fortune it was to listen to his instruction." Solon Robinson, Bishop Odenheimer, Moses Ballou, Ada Clare, whose tragic death ended a picturesque life; Selma Borg, the Swedish lecturer; Edward Howland and his wife, Marie Howland, both authors; James M. Peebles, scholar, author and traveler, and Dr. Bartholet, the artist—these and others of more or less note have had their homes at Hammonton at one time or another.

Here also lived and died William H. Hopping, poet; also Eloise Randall Richberg, whose story of "Bunker Hill to Chicago" was inspired by scenes and characters around Hammonton, where she lived so long. This town was also the home of Libbie Canfield, the dark-eyed, raven-haired beauty, who became the wife of Brigham Young, Jr., the Mormon. Dr. James North, relative of the gentleman of the same name, now living in Atlantic City, also lived and died in Hammonton. He was the friend of the Archduke Charles, of Austria, and of Baron Anton von Puchelstein, who conducted a private school at Egg Harbor City, and was also a minister of the Reformed Church in that place. The baron was a learned man, a contributor to the *Egg Harbor Zeitschrift*, and other papers.

## Pleasant Mills and Port Republic.

1718 to 1904.



PLEASANT MILLS, near the forks of the Mullica, is one of the oldest places in the county. As early as 1718 the site of the present village was a collection of log huts, where hardy pioneers found a free and exciting life. They lived by hunting, fishing and farming. The first industry at Pleasant Mills was a saw mill, which stood at the head of Nesco pond for fifty years. A cotton factory followed, about 1825, and was operated until it was destroyed by fire some years later. Since 1861 the paper mill has been the principal industry of the village. This plant of the Pleasant Mills Paper Company is almost the last of the industries which thrived in the interior of Atlantic County fifty years or more ago. The motive power is obtained from a beautiful sheet of water known as Nescochague pond. The original paper mill was destroyed by fire in 1879, and a new building, erected the following year, was partially destroyed ten years later by another fire of unknown origin. The burned portion has since been rebuilt, with many improvements. The village contains about twenty-five dwellings and a flourishing school, a church, a town hall and a post-office. There is a Roman Catholic Chapel, which has been without a congregation or pastor for more than thirty years.

What is known in fiction as the Aylesford mansion was built about the time of the Revolution, and is still standing on its original site, on the shore of Nesco pond, the oldest, most historical and most interesting structure in the village. Large trees shade the lawn opposite the mill, and from the spacious porch a beautiful view is presented of the pond and village. For some years this old mansion has been occupied by the manager of the paper

## HESTON'S ANNALS.

### **Refugees and Tories.**

mills. The mansion and mills are now owned by Mrs. L. M. Cresse, of Ocean City, whose husband is the State Senator from Cape May County.

During the Revolution, a battalion of soldiers, under the command of Colonel Thomas Proctor, occupied barracks at Pleasant Mills. Near by was an old tavern where storekeepers, farmers, sailors and teamsters congregated for purposes of trade. Vessels captured by American privateers and brought into Little Egg Harbor were unloaded at the forks of the Mullica, below Pleasant Mills, whence the supplies intended for the British army were transported through the South Jersey forests over sandy roads to the patriots in Philadelphia. Refugees and Tory sympathizers who defied the authorities had their headquarters in neighboring swamps, near what are now Elwood and Egg Harbor City, and made murderous raids upon defenceless people.

A rude church or meeting house was built by Elijah Clark, near the site of the present Methodist Church, and was known as Clark's log meeting house. Like its predecessor, the free meeting house, this Methodist Church is in reality a free church, in the use of which, by the terms of the deed, the Methodists have the preference. It was originally erected for the joint use of Pleasant Mills and Batsto. These two places are about one mile apart, and the church is midway, on the Atlantic County side of the Atsion and Batsto Rivers, which unite a short distance below and form the Mullica. When the iron and glass works were in operation, Batsto had the larger population and furnished the greater number of worshippers. Fifty years ago fully a thousand people found work and happy homes there, where one-fifth of that number now struggle for a livelihood.

### REIGN OF THE RICHARDS AT BATSTO.

One who is familiar with the story furnishes this account of the reign of Richards, first and second, as princes and proprietors of Batsto.

William Richards came to Batsto as manager for Joseph Ball, his nephew, in 1784. He had been a colonel in the Revolution, and was with Washington when Cornwallis surrendered at Yorktown. He was one of the six uncles and six aunts who later inherited the

**Iron, Glass  
and Pottery.**

Ball estate. He was a man of wonderful energy and enterprise, and soon became sole owner. He developed the iron works, built up the estate and reared a large family. Before his death, in 1823, Jesse, his oldest son, succeeded him as master of the manor. Jesse Richards ruled Batso with great success for thirty years, enlarging

the estate and making it exceedingly prosperous. From the big house, which still stands, he could survey a thriving village whose people were employed in the manufacture of iron, glass, pottery, lumber, farming and ship-building. Shade trees were planted along the four streets of the village and all around were happy homes and miles of farm and woodland. From his own store and mills Mr. Richards supplied his people, and he was loved and honored as a kind and worthy master. The large farms, made larger by the wood choppers and the charcoal burners, yielded bountifully of all kinds of fruits and grains, and the several mills were kept busy making flour, feed and lumber of the products of the woods and fields.

In 1848 the fires in the Batso furnaces were allowed to die out and they were never again relighted.

This was a severe blow to Jesse Richards, who died six years later, in 1854, aged seventy-two years.



Old-Time Mansion on River Bank, Pleasant Mills.

## HESTON'S ANNALS.

### **Old Mansion at Batsto.**

Three sons, Thomas H., Samuel and Jesse, and three daughters, inherited the large estate. New inventions and competition had their relentless effect upon the prosperity of Batsto. The sons left the estate in charge of their faithful manager, Robert Stewart, and resided in Philadelphia. Heavy and unexpected losses through the New York agency seriously affected the estate, and they were induced to sell thirty thousand acres of their lands. Workmen sometimes failed of their wages as the clouds of disaster gathered. Later the fires in the glass furnaces went out and the busy village of half a century was idle. Efforts were made by the residents to again start up the fires, but the competition and advantages of other places could not be met successfully. The mills were idle, and the houses and foundry began to crumble. A few of the old families lingered, occupying the habitable houses, and finding employment in the coalings or chopping wood. No member of the Richards family remained there.

On the night of February 23, 1874, a spark from the chimney of Robert Stewart's house set fire to the dwelling and spread to other houses and buildings and laid Batsto in ashes. Mortgages had accumulated against the property. In 1876 at a master's sale, on a mortgage for \$14,000, which had been running since 1845, Joseph Wharton, of Philadelphia, purchased the Batsto estate of about 100 square miles. Mr. Wharton expended thousands of dollars in improvements, repairing the buildings, clearing up the farms, planting hedges, building miles of roads, cultivating cranberry bogs and restoring the attractiveness of the estate. The old Richards mansion was very much enlarged and improved to the extent of over \$40,000. It is now a model country mansion, standing on a slight knoll, overlooking the lake and village, surrounded by grand old shade trees. It contains thirty-six rooms and is surmounted by a tower 116 feet from the ground. The dining-room is finished in ash and the parlor in cherry and walnut. A large old-fashioned stairway in oak, heavily carved, leads from the spacious hallway to the floors above.

In his journal of 1775, Rev. Philip V. Fithian mentions the names of twenty-seven Presbyterian ministers who had previously preached in the log meeting house, and during the time of Jesse Richards' ownership of the Batsto iron and glass works there were three resident ministers of the Presbyterian faith in charge of the church at Pleasant Mills and Batsto, while at other times the pulpit was supplied by Revs. J. M. Edmonds, Allen H. Brown, Frederick R. Brace and others, all Presbyterians. The Brainerd Presbyterian Church, including members from Batsto, Pleasant Mills, Hammonton and Elwood, was organized in Elvins Hall, Hammonton, in 1859, and in the afternoon of the same day (July 24th) this newly-organized religious body worshiped in the Pleasant Mills-Batsto free church. The church now located at Elwood is known as the Brainerd Presbyterian Church.







*PLEASANT MILLS AND PORT REPUBLIC.*

**The Kate Aylesford Story.** It is one of the three Presbyterian branches of the parent church—the free church at Pleasant Mills, now known as the Methodist Church.

Simon Lucas, a captain of the militia and member of Major Hayes' battalion during the Revolution, who afterwards became a Methodist local preacher, preached in the old church for twenty years or more, until it was removed in 1808. He is buried in the old graveyard near by. Simon Lucas, Lawrence Peterson and Simon Ashcroft were three of the trustees who built the new church, which was dedicated in 1809. The old Bible used on that occasion is still used by the band of faithful worshippers at Pleasant Mills. Trustee Lawrence Peterson was grandfather of Charles J. Peterson, author of the Revolutionary story, "Kate Aylesford," the scene of which is laid around Pleasant Mills or Sweetwater. The names of "Aylesford" and "Sweetwater" are purely imaginative, as is also that of "Major Gordon," the soldier-lover of Kate Aylesford, in the novel of that name. The original of "Major Gordon" may have been Colonel Thomas Proctor, who was stationed at Pleasant Mills with a company of Pennsylvania artillery. Some of the other characters in this story are drawn from the Richards family. Simon Lucas was familiarly known as "Daddy" Lucas, and in later years he was called Father Lucas. Doubtless he is the original of Father Lawrence in the novel. Tradition says that Simon Lucas was a convert of Rev. John Brainerd. That he was a conscientious Christian is shown by the following incident: Mr. Jesse Richards met him on the road one day, and inquired: "What will you take for your yoke of young steers?" Without answering, but with an expression of surprise and horror, Father Lucas applied the whip to his horse and left Mr. Richards wondering whether the old man had become suddenly insane. The next day Father Lucas drove three miles to see Mr. Richards and apologize for his apparently rude behaviour. He was on his way to meeting. It was a Thursday meeting, but rapt in devout meditations he supposed it was Sunday, and his conscience forbade him to talk of a horse trade or an ox sale on the holy day.

**Famous** Samuel Kemble and wife kept a  
**Jug Taverns.** tavern at Pleasant Mills for a number of years, the husband driving the mail stage. Their daughter, the last of the family, is now living in Atlantic City. Pleasant Mills and Batsto were connected with Leedspoint, Haddonfield and Camden by stage routes, along which at regular intervals were the famous "jug taverns," the ruins of which may still be seen. They are now in the midst of the forest, and, like the remains of the forges and furnaces, are sad reminders of more prosperous days. To-day one may wander for miles along these old overgrown roads without seeing a single human habitation.

The well-stored kitchen of the old-time tavern was warmed by a fire-place of mammoth dimensions and decorated with implements of the culinary art. In the tap room guests of high and low degree met on an equal footing, and drank, sang, joked and laughed together. Here were held the semi-annual trainings of the local military, and here their various accoutrements were kept when not in use.

#### INDUSTRIES IN THE CEDAR SWAMPS AND PINES.

The furnace at Batsto, built in 1766, was at one time the largest in this country. Cannon balls, old pennies, and pebbles oddly decorated have been found in times past. The locality was once an Indian village, as is indicated by potsherds, broken shells, flints, and other signs scattered over the surface of the ground. Munitions of war were cast there for the Revolution. General Greene himself owned a twelfth interest in the Batsto furnace, but sold out his share when he entered the army. Extending northward from the Mullica River are the "Pines," a desolate region inhabited at one time, they say, by wild hogs, pine robbers and pirates.

Not only here but elsewhere in the "Pines" were active, thriving bloomeries. Now all is silence, save for the noises of the woods. Instead of the buzz of the mill and the commotion of men at work, there is heard only the chirping of insects and the song of the cheewink by day and the croaking of toads and frogs at night. The ruins of forges and furnaces, the large, dilapidated houses, the overgrown roads, the wharves, the sluices, the piers, the old fences, and the masses of black coal-dirt on the landings where vessels once came for wood and charcoal, are all evidences of what the country was when iron was made from bog ore. In the houses and ample barns even of more recent date the spiders have woven their webs, the wasps have mudded the walls, and the rats scamper at home through the deserted rooms. Many orchards are untrimmed and sterile, many meadows flooded, and many fields overgrown with briars and Indian grass.

*PLEASANT MILLS AND PORT REPUBLIC.*

**Cedar Swamps and Shingles.**

The cedar swamps have well-nigh disappeared. Of vast extent at one time in South Jersey, particularly in old Egg Harbor, they have been levelled by successive generations of woodmen, and what the woodmen left numerous forest fires have either injured or destroyed. As far back as 1791 as many as seventeen vessels were regularly engaged in carrying lumber from the Mullica River to New York and elsewhere.



Dr. Stiles' Old Home,  
Pleasant Mills.

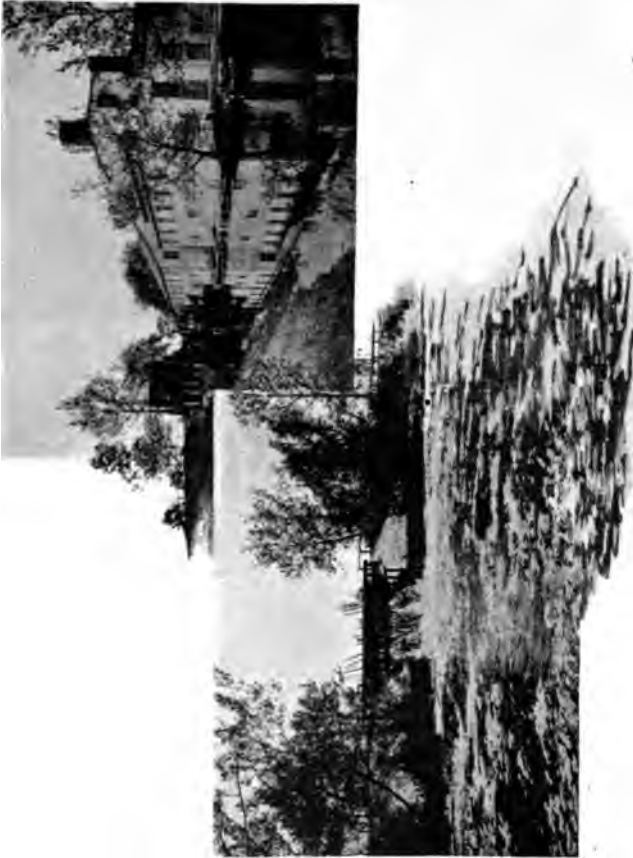
Cedar cutting was once a profitable employment, and until within a few years a skilled axeman could earn good wages at "swamping." Every piece of timber was utilized in some way, the larger trees being cut into logs of various lengths, the next in size serving for shingle butts and pickets, and the smallest being worked up into rails and wine poles. The swamps were entered by means of corduroy roads, formed of small poles laid crosswise and covered with brushwood.

Before the advent of shingle mills, many persons earned a comfortable living by riving, a trade that is now extinct. The implements used were a wooden horse or bench, a draw knife and an axe. With these the industrious river traveller from place to place, picking out windfall trees and converting them into shingles, which were packed in bundles of one hundred each and conveyed to the nearest market. In traversing the old causeways one may occasionally find a ruined hut, surrounded by heaps of shavings, where the river dwelt and plied his trade.

Alexander Wilson, the ornithologist and naturalist, in describing these white cedar swamps, as he saw them in the beginning of the last century, said they were from half a mile to a mile in breadth and sometimes five or six miles in length. The straight trunks, forty or fifty feet high, were crowded together and the tops

*HESTON'S ANNALS.*

**Alex Wilson** were so woven together as to shut  
**the Naturalist.** out the light of day. Continuing  
he says: "The bottom is a soft black  
mud, covered in places with a spongy moss and con-  
taining numerous pools of red colored water. In calm  
weather the silence of death reigns in these lonely re-  
gions. A few dim rays of light shoot across the gloom,



Mill Race and Paper Mill at Pleasant Mills.

and excepting the hoarse croak of the bull frog, or the mournful chirping of small birds, all is solitude and desolation. When a breeze arises it sighs dismally among the tree tops. The tall cedars wave like fishing poles and striking together produce a variety of noises that resemble shrieks, groans and the howling of wild beasts."

*PLEASANT MILLS AND PORT REPUBLIC.*

**Port Republic  
in 1804.**

In the early days Port Republic was known as Wrangleboro. The origin of the name antedates authentic history, but it has been said that the name was suggested by the character of some of the residents, who were frequent visitors at the six public houses in the neighborhood. By this name it was at first designated in the minutes of Bargaintown Quarterly Conference, but we are told that "when the seed of genuine piety had germinated in this seemingly unpromising soil it bore blessed fruit. Old things passed away and for many years the church was known as Union Chapel, Unionville."

Port Republic and Chestnut Neck are associated with an "affair" with the British during the Revolution, an account of which is given in the first volume of the "Annals," in the chapter on "Revolutionary Reminiscences." Chestnut Neck is said to have been next to the largest village on the coast at the time of the Revolution. Vessels made regular trips to New York, taking out a cargo of lumber, fish, furs and agricultural products and returning with provisions and the mail. In 1776, Patrick McCollum and Micajah Smith began building a mill dam across Nacote Creek, at Port Republic, and shortly afterwards they erected mills for sawing lumber and grinding corn. The Fox Burrows fort, near by, was erected by Colonel Richard Wescoat and Elijah Clark, and played a part of some importance during the Revolution. Elijah Clark afterwards became clerk of Gloucester County, serving from 1798 to 1804. He also filled other offices, and at one time lived on a farm near Haddonfield, which he bought as part of the confiscated estate of John Hinchman. The latter went to Nova Scotia during the Revolutionary War, and after peace was declared returned and endeavored to recover his estate, but failed. The post-office at Port Republic was established on July 28, 1840, when John Endicott was appointed first postmaster. Previous to that year the mail for Port Republic was forwarded via Gravelly Landing. The latter office was created December 18, 1827, when Gilbert Hatfield was appointed the first postmaster.

**Taberns and  
Churches.**

A company of volunteers was formed at Chestnut Neck, under command of Captain Johnson. Another company was formed, with Captain Baylin in command, at the forks of the river, below Pleasant Mills. Jack Fenton, of the Continental Army, was dispatched to this neighborhood as a scout, first to assist Captain Baylin in exterminating the renegades who plundered the settlements, and later to reconnoitre for British expeditions that might be sent against Chestnut Neck.

The hotel at Chestnut Neck, which with other buildings was burned by the British, in October, 1778, was kept by Daniel Mathis. After this loss Mr. Mathis built the Franklin Inn, at Port Republic, which is still standing, near the dam. His son-in-law, Jonas Miller, afterwards became proprietor of the old inn, and conducted it successfully for several years. His four daughters, all beautiful and accomplished in their day, married hotel keepers and passed their mature years in other places. Jonas Miller afterwards removed to Cape May and built Congress Hall, which was a famous hostelry at that resort before the Civil War.

The church history of Port Republic and vicinity has been preserved in a very readable brochure, published in 1892 by Miss Anna C. Collins, afterwards Mrs. Anna Collins Fleming, wife of Rev. C. K. Fleming, of Absecon. From this pamphlet we learn that Methodist meetings were first held in what is now Port Republic, at the house of Micajah Smith. The first revival occurred in 1796-97, and resulted in the formation of a class with thirteen members. The first house of worship was erected about 1800, on property owned by Micajah Smith, and was known as Smith's meeting house, the site of which is now marked by an old burying ground. This meeting house was a two-story, unpainted, frame building, twenty-five feet square, plain as primitive Methodism could make it and without ornamentation, save a crescent on the gable outside. It was never dedicated, but, as soon as weather-boarded, meetings were held therein during the summer. In the winter time, for several years, services were held in the upper room of Ne-

*PLEASANT MILLS AND PORT REPUBLIC.*

**Religion in the** hemiah Blackman's house. Mr. Black-  
**Early Days.** man had been converted a few years  
before at his father's house, English  
Creek, through the preaching of Bishop Asbury, who in-  
troduced Methodism in South Jersey. In 1809 windows  
were placed in the meeting house and a ten-plate stove  
purchased. The lights used were tallow dips set in tin  
candlesticks. The traveling preachers came only once in  
four weeks, and it was therefore necessary for the local  
preachers, exhorters and class leaders to care for the in-  
terests of the church much of the time.

It was not until 1837 that the Methodist society at  
Port Republic became an incorporated body, with the  
following persons as trustees: Nehemiah Blackman,  
Nicholas Vansant, Gilbert Hatfield, Ralph Ashley,  
Joseph Garwood, Levi D. Howard and Abner Gaskill.

The name of John Collins is associated with the first  
revival in Port Republic. He was the son of Dr. Rich-  
ard Collins, the first resident physician in what is now  
Atlantic County, and was born in 1769 at Collins' Mills,  
about a mile west of Smithville. Mrs. Fleming says he  
was converted in 1794, and was soon licensed as a local  
preacher. He traveled extensively and preached  
throughout West Jersey. In 1803 he removed with his  
family to Ohio and took up an extensive tract of land  
in Clermont County, being accompanied by his brother-  
in-law, Larner Blackman, who was converted by Mr. Col-  
lins, and became an eminent preacher in the Methodist  
Church. In those days Ohio was known as the North-  
west Territory, and the journey thither was long and  
tedious. Mr. Blackman came east on a visit to his aged  
parents, and on reaching Philadelphia his clothing was  
found to be in such a dilapidated condition that some of  
the good Methodist sisters met and made him a new suit  
before allowing him to proceed to his father's home in  
South Jersey. This new suit was not only home made,  
but home spun. In 1815 Mr. Blackman was drowned a  
few days after the adjournment of the conference at  
Cincinnati, with one or two others, in attempting to cross  
the Ohio. The horses in the open ferry boat became  
frightened, and, running together, pushed several of the  
passengers into the river. 259



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1. The first step in the process of creating a new product is to identify a market need. This involves conducting market research to understand the preferences and behaviors of potential customers. Once a need is identified, the next step is to develop a concept that addresses this need. This concept should be unique, feasible, and profitable. The third step is to create a prototype of the product. This allows the company to test the product's functionality and gather feedback from potential users. The fourth step is to conduct a feasibility study. This study evaluates the technical, financial, and operational aspects of the product. The final step is to launch the product into the market. This involves marketing the product, distributing it, and providing customer support.





## Towne Lotts in Egge Harbor.

1691 to 1779.



THE West New Jersey Society was an association of London gentlemen, formed in 1691. They were forty-eight in number, and agreed with Dr. Daniel Coxe, of London, to purchase all of his several "parcells and tracts of land known by the name of the Towne Lotts, situate and being in or neare Gloucester Towne and Egge Harbor." They also purchased all of Dr. Coxe's other rights in West Jersey, as to government, and nearly all of his property rights. The transfer was made on January 20, 1692, he receiving the sum of £9,800. Dr. Coxe was, therefore, the original proprietor of the Mayslanding site and all other parts of old Egg Harbor. He died in 1730, in his ninetyeth year. He was the son of Daniel Coxe, first, of London, and was the most eminent physician of his day, a prolific writer on chemistry and medicine, and physician to Charles II. and Queen Anne. Although he never came to America, he acquired large possessions, and was nominally governor of the province of West Jersey from 1687 to 1691. He also acquired title to a tract imperial in its dimensions, lying between latitude 31 and 36 degrees, and extending from the Atlantic to the Pacific, on which he spent a fortune in exploration, his vessels being the first to ascend the Mississippi from its mouth. This was called Carolina. He was a staunch Church of England man, and interested himself in attempting the establishment of that church in West Jersey. He, like all other purchasers in New Jersey, did not take the land from the Indians without reimbursing them. While he had his titles from the English proprietors, he made also a second purchase of the land from the Indians, in 1688.

The remaining portions of Dr. Coxe's large estate in West Jersey passed by will to his son, Daniel Coxe, third, who arrived at Burlington in 1702, and was appointed commander of the forces in West Jersey by Governor

HESTON'S ANNALS.

**Colonel Daniel Cox.** Cornbury. He was thereafter known as Colonel. After a very short stay here he returned to England, and in 1705 was recommended by Lord Cornbury for a seat in the Governor's Council of New Jersey. Notwithstanding the hostility of the Quakers, he was appointed by Queen Anne in 1706, and soon afterwards sailed for America, when Lord Cornbury appointed him one of the Associate Justices of the Supreme Court.\*

The next year (1707) notwithstanding his hostility to Quakers in general, Colonel Coxe made an exception in favor of Sarah Eckley, the presumably pretty daughter of John Eckley, a Quaker, of Philadelphia, with whom he eloped, being married to her by Lord Cornbury's chaplain, who most opportunely *happened* to be on hand, "between two and three o'clock in the morning, on the Jersey side, under a tree by fire light"—somewhere within the present bounds of Camden. The gallant colonel is described as a "fine flaunting gentleman." A letter of Margaret Preston, of Philadelphia, written in 1707, thus refers to the elopement of her friend:

"The news of Sarah Eckley's marriage is both sorrowful and surprising, with one Colonel Coxe, a fine flaunting gentleman, said to be worth a great deal of money—a great inducement, it is said, on her side. His sister Trent was supposed to have promoted the match. Her other friends were ignorant of the match. It took place in the absence of her Uncle and Aunt Hill, between two and three in the morning, on the Jersey side, under a tree by fire light. They have since proselyted her and decked her in finery."

Colonel Coxe was again named as one of the Council in 1708 by Governor Lovelace, but was removed by Governor Hunter in 1713. The next year he was elected by the Swedish vote and again in 1716 as a member of the Assembly from Gloucester County, although Sheriff Harrison, of Gloucester County, was accused of sharp practice to secure his defeat, by removing the polls several miles from the usual place.†

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\* New Jersey Archives, Vol. X, p. 226.

† That disorder as well as "sharp practice" attended some of the elections in those early days, much the same as in these later times, is evidenced by the record of an election held in Burlington County on October 10, 1738, when there was such contention between the electors that the election was continued three days, when it was conducted by the leading men "in such a candid and peaceable manner, as gave no occasion for reflection to each other, nor was there any (more) reaping of characters or using of canes in a hostile manner on one another."

*TOWNE LOTTS IN EGGE HARBOR.*

**Daniel Coxe,** Being subsequently retired from  
**the Tory.** official life, Colonel Coxe directed his  
attention to literature, and published,  
in 1722, a description of "Carolina," which was repub-  
lished in 1727 and 1741. He was appointed Grand Mas-  
ter of the Masons in 1730, being the first in America to  
be thus honored.

A grandson of Colonel Coxe, and the fifth of that  
name, was prominent in West Jersey at the beginning of  
the Revolution. He was a zealous Tory, and even the  
burning of his handsome residence, at Trenton, by the  
British, during their pursuit of Washington, in Decem-  
ber, 1776, did not impair his attachment to the royal  
cause, for in 1777 he went to New York, where he served  
until the close of the war as chairman of an association  
of refugees. Christopher Sower, a publisher of the  
Revolutionary period, maliciously says he "was appointed  
to the chair to deprive him of the opportunity of speak-  
ing, as he has the gift of saying little with many words."  
In June, 1779, he wrote to Joseph Galloway, the great  
Pennsylvania loyalist, then in London, saying:

**A LOYALIST ON CONTINENTAL CURRENCY.**

"The current depreciation of their money now at Philadelphia  
is fifteen for one; and though there are clubs and private associa-  
tions endeavoring to support its credit, nothing will do, nor can any-  
thing, in my opinion, now save 'em on this point but a foreign loan,  
and which, though they affect otherwise, I think they cannot  
negotiate anywhere in Europe, unless all the moneyed nations are  
turned fools; and if they cannot command a loan, and are prevented  
from all remittances and trade southward, they must sink, never  
again, I hope, to rise. \* \* \* In short, they never were so  
wretched and near destruction as at this moment, and unless some  
unforeseen event takes place in their favor soon, I firmly expect  
the next summer must end their independence and greatness. For  
God's sake, then encourage every degree of spirit and exertion all  
you can, and quickly; a good push, and they go to the wall infalli-  
bly."

This letter, written by a Jerseyman, a Tory descend-  
ant of old Gloucester, took no account of the victories  
at Trenton, Monmouth and Red Bank. Said Lord  
George Germain, in the British Parliament, some years  
afterwards: "That unhappy affair at Trenton! all our  
hopes were blasted by that unhappy affair at Trenton."

*HESTON'S ANNALS.*

**Death of  
Adam Cox.**

Daniel Cox married, in 1771, the daughter of Dr. John Redman, of Philadelphia, a surgeon in the American army during the Revolution, and after the close of the war he went to England, whither his wife and chil-



**Residence on North Carolina Avenue.**

dren followed him. He died in England previous to 1828, for in that year his wife brought suit in New Jersey for her dower rights in his property, which had been confiscated, and received judgment therefor. She died in Brighton, England, in 1843.

## Continental Currency and School-keeping.

1776 to 1804.



TORIES like Daniel Coxe, mentioned in the preceding chapter, hoped that the depreciated paper money of the colonies would accomplish what British arms had failed to effect, and in their desperate schemes to injure the colonists and bring discredit upon the Revolution, they resorted to counterfeiting. The counterfeits were advertised in the Tory newspaper, in New York, as "so neatly and exactly executed that there is no risk of getting them off." The plates for the counterfeits were made in New York, but those for the genuine bills were the product of Paul Revere, of Boston, whose famous ride to Lexington and Concord is a matter of history.\* A *fac simile* of some of the Continental bill's is given herewith.

The vignettes on the Continental bills, both in device and motto, were significant. The one most prominent in the engraving represents a beaver in the slow but sure process of cutting down a tree with his teeth. The motto, "Perseverando," signified to the colonists, "Persevere and you will conquer."

At the beginning of 1780 the enormous sum of \$242,000,000 in Continental bills had been issued. The several States issued paper money independently of the Continental Congress, and the Tories in New York, aided by Sir Henry Clinton, in the autumn of 1778, circulated large quantities of the counterfeits.

Prices rose as the money sank in value and every branch of trade was destroyed. Congress was powerless to stay the downward tendency of the paper money.

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\* There were only three other engravers in America at that time—Nathaniel Hurd, of Boston, Amos Doolittle of New Haven, and an Englishman named Smithers, of Philadelphia.



**Worthless**

**Paper Money.**

Early in 1780 forty paper dollars were worth only one in specie. Supplies could not be obtained and a speedy dissolution of the army and abandonment of the Revolution seemed inevitable. In February, 1781, seventy-five dollars in paper were worth only one in specie and the following month the paper was worthless.



Fac-simile of the Continental Bills.

The several States were recommended by Congress to pass laws making the paper money a legal tender, at its numerical value, for the discharge of debts which had been contracted to be paid in hard cash. Such laws were enacted and many dishonest debtors took advantage of them.

ANECDOTE OF WASHINGTON.

Washington opposed the measure from the beginning as iniquitous, unjust and fraught with the direst evils. He was a considerable loser by it. While at Morristown, a respectable man in the neighborhood was very assiduous in his attentions to the general, and for a while these attentions were reciprocated. The man paid his debts in the depreciated currency, and the fact became known to



1 Rev. J. J. Fedigan, O. S. A.      2 Rev. J. H. Townsend  
 3 Rev. Dr. William Alkman  
 4 Rev. J. Morgan Read      5 Rev. Dr. C. D. Sinkinson

Rev. Father Fedigan, O. S. A., now of Villa Nova, Pa., devoted the best years of his life to the up-building of the Roman Catholic Church in Atlantic City. During his twenty years' residence here he was beloved by every class and creed—Catholic and Protestant, Gentile and Jew. The monastery erected by Father Fedigan, which originally stood at the corner of Pacific and Tennessee avenues, was subsequently removed to its present location, opposite St. James' place, and the site is now covered by a handsome stone church erected by Father F. J. McShane and the congregation of St. Nicholas.

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Rev. J. Hardenbrook Townsend, rector of the Church of the Ascension, Atlantic City, is one of the foremost Episcopal clergymen in the Diocese of New Jersey. Aided by his devoted parishioners he has erected a new church building, at the corner of Pacific and Kentucky avenues, and a Guild Hall adjoining, on Kentucky avenue.

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Rev. Dr. William Aikman was the first installed pastor of the First Presbyterian Church, Atlantic City, and during his ten years' ministry the church enjoyed unusual prosperity, both spiritual and temporal. He resigned as pastor in 1894, but still retains his residence in Atlantic City, and is now the probation officer of the county.

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Rev. J. Morgan Read, at the request of his congregation, refused a call to another field of usefulness, and remains as pastor of the St. Paul's M. E. Church, beloved by his people and generally recognized as one of the ablest preachers of his denomination in New Jersey.

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Rev. Dr. Charles D. Sinkinson has succeeded where others practically failed. During his ministry and largely through his efforts a beautiful stone church, of the Methodist Protestant denomination, has been erected at the corner of Pacific and Belmont avenues, and adjoining the church is a stone parsonage. Dr. Sinkinson now has one of the largest resident congregations in the city, and no clergyman is more widely known or more highly esteemed in the community. He is deservedly named as one of the leading pastors in Atlantic City.

## CONTINENTAL CURRENCY AND SCHOOL KEEPING.

**Dollars of our Daddies.** Washington. Sometime afterwards the man called at headquarters and was very coldly received by Washington. Lafayette remarked: "General, that man seems much devoted to you, and yet you have scarcely noticed him." Washington replied, smiling, "I know I have not been cordial; I tried to be civil and attempted to speak to him two or three times, *but that Continental money stopped my mouth.*"

The depreciation of the currency seriously affected the income of the schoolmasters of that period, and one of these, James Powell, of the Burlington Boarding School, the principal school in West Jersey, was put to the necessity of issuing three separate appeals to the public. One of these was published in the *Pennsylvania Evening Post*, of August 16, 1777, wherein the headmaster said:

### HARD TIMES AND HARD LINES FOR THE SCHOOL-MASTER.

"I beg leave to lay before the public the former and present price of a few articles only, and I make no doubt but the least reflection will convince all of my employers that sixty pounds for each boarder is not yet equal to my former customary price of twenty-six pounds per annum. Sugar from fifty-eight shillings to forty-five pounds per hundred. Butcher's meat from three pence half penny to one shilling and three pence per pound. Coffee from eleven pence to eight shillings per pound. Salt from two shillings and six pence to fifteen dollars a bushel. Butter from ten pence to four shillings per pound. Cheese from six pence to three shillings per pound. Russia sheeting from two shillings and four pence to at least fifteen shillings per yard. Wood twelve shillings to thirty shillings per cord. I could enumerate many other articles of consumption which bear at least an equal proportion to the above. It must be considered, too, that my family and self must wear clothes, the price of which, I believe, is not necessary to mention."

In the years immediately succeeding the Revolution there was no national currency based upon a universally recognized unit of value. In every State there were at least two units, the State pound and the Spanish milled dollar. The pound in Georgia contained 1,547 silver grains; in Virginia and New England, 1,289 grains; in New Jersey, Delaware, Pennsylvania and Maryland, 1,031 grains; in New York and North Carolina, 966 grains. The Spanish milled dollar was divided into a half, a quarter, an eighth and a sixteenth, each represented by a silver coin, and each containing more or less

## HESTON'S ANNALS.

**Old Time** shillings or pence, according to the  
**School Teachers.** section of country into which it was  
taken. Thus in New England and  
Virginia, six shillings were accounted a dollar; in New  
Jersey, Pennsylvania, Delaware and Maryland, seven shil-  
lings and sixpence; in New York and North Carolina,  
eight shillings; in South Carolina and Georgia, four shil-  
lings and eight pence. The school boy, therefore, was  
expected to convert, with some readiness, the pounds and  
shillings of his State into dollars and joes, and to know  
the rules for turning York money into Pennsylvania  
money. He was also required to tell how many shillings  
and pence a pistole contained in the various sections of the  
country. To keep the family accounts and make change  
in a shop was also a part of a boy's education. In New  
Jersey, as in New England, he was taught in the district  
school by a master who was "boarded round" in the  
homes of the pupils. The length of the schoolmaster's  
stay was regulated by the number of boys or girls in the  
family who enjoyed the privileges of the school. The  
schoolmaster was usually a welcome guest in every fam-  
ily. He slept in the best room, sat in the warmest nook  
by the fire, and had the best food at the table. In the long  
winter evenings, he helped the boys with their lessons,  
held yarn for the daughters, or escorted them to the spin-  
ning matches, the quilting parties and the husking bees.  
He sometimes drank cider and ale at the apple-paring  
bees, and at the corn-husking, if lucky enough to find the  
red ear, he kissed the farmer's favorite daughter.\*

With the district school, the education of most of the  
boys in West Jersey ended, but a few passed thence to the  
academy at Woodbury, kept by Thomas Picton, or to the  
boarding school at Burlington, kept by James Powell.  
Richard Somers, the naval hero, went from Somerspoint  
to the school at Burlington, while James Lawrence and  
Stephen Decatur, two other naval heroes, the latter a  
bosom friend of Somers, were pupils at the Woodbury  
Academy.

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\* McMaster's History of the People of the U. S., Vol. 1, p. 23.

*CONTINENTAL CURRENCY AND SCHOOL KEEPING.*

**Anecdote of  
Decatur.**

Lawrence, like Somers, the hero of Tripoli, was a Jerseyman, as were also Bainbridge and Stewart, the latter by adoption. In his youth Captain James Lawrence attended the Woodbury Academy, and later on was entered as a student in the law office of his brother, John Lawrence, who was an eminent practitioner at the Gloucester County bar. He tired of his law books in two years and adopted the more congenial life of a sailor. At Woodbury, also, Decatur went to school, his home being in the West family, at the Buck tavern, now Westville. A gentleman who knew both Decatur and Lawrence very well gave to Isaac W. Mickle, the Camden historian, about 1845, an anecdote of the former. In 1793, when the yellow fever was raging in Philadelphia, it was found that some persons, to avoid the quarantine, had escaped from infected ships at the Lazaretto, landed upon the Jersey shore, and so got up to Philadelphia. To prevent this a company of young men living about Woodbury was formed to guard the Delaware river shore. Decatur and a friend joined this company, and on one occasion, both being on duty the same night, the friend as captain of the guard, Decatur was stationed at Red Bank. At midnight all the look-outs below Woodbury Creek were relieved, according to previous arrangements, but Decatur was neglected and left on guard until morning. He remained manfully at his post until day time, then hunted up his friend, the captain, and visited upon him such a round of sailor blessing that the very air was blue.

If fortunate enough to be sent to college, after finishing at the academy, the Jersey boy of that period—1784 to 1804—learned a little Latin and less Greek, got a smattering of mathematics and as much of metaphysics as would enable him to talk learnedly about something he did not understand.

## Atlantic County Asylum for Insane.

1895 to 1904.



THE county insane asylum is located on the Shore road, at Smithslanding, in the borough of Pleasantville. The building is of brick and was erected in 1895. At a meeting of the Board of Freeholders, in the early part of that year (January 9th), Tobias L. McConnell, steward of the almshouse, suggested to the board the wisdom of providing means for taking care of the insane patients of the county on the almshouse property. The question was discussed informally and referred to a special committee to inquire into the practicability of the suggestion and report at a subsequent meeting of the board.

At the following meeting, held on March 13th, the committee reported, through Freeholder John T. Irving, that they had visited the asylums of Camden and Burlington Counties, and the results in both counties were very satisfactory, both as to the condition of the patients and the cost of maintenance. The committee was thereupon instructed to procure an approximate estimate of the cost of a building suited to the needs of Atlantic County. Two months later this committee reported an approximate estimate of the cost of maintaining the proposed county lunatic asylum at \$3,500 annually, after deducting the amount to be derived from the State. The following resolution was therefore adopted:

*Resolved*, That a committee of seven be appointed to secure plans, invite proposals and award a contract for the erection of an insane asylum, and that work on the same be commenced and pushed to completion at the earliest possible date.

Mr. Irving offered a second resolution, which was also adopted, providing for an issue of county bonds, not exceeding \$25,000 in the aggregate, to pay for the proposed asylum.

## ATLANTIC COUNTY ASYLUM FOR INSANE.

### **Cost of the Asylum.**

Plans were prepared by William G. Hoopes, architect, proposals were invited and the contract awarded on August 13, 1895, to J. Summerill Smith, of Atlantic City, for the sum of \$21,490. Including extras and furnishings, the first cost of the asylum was slightly in excess of \$23,000. The building was finished in the early part of 1896, and the patients in the State Asylum, at Trenton, thirty-five in number, were transferred to Smithslanding in March. Mr. McConnell had been previously elected superintendent and Mrs. McConnell, matron.

The name of "Atlantic County Asylum for Insane" was officially given the institution on January 8, 1896, on the motion of Freeholder John T. Irving.

Since the completion of the building two additions have been made. A wing was first added to the men's ward and about the beginning of 1904 a similar extension of the women's ward was finished. The total cost of the building, including furnishings and extensions, is \$73,000. The dining room is now in the basement, and it is proposed to erect another wing in the near future, with a dining room on the main floor. The view on another page\* was made from a photograph taken in 1900, before the wings were added.

At this writing (May, 1904) the number of inmates is 73—37 male and 36 female—or about double the number when the institution was opened nine years ago. The number of admissions since 1895 has been 136. During the same period 58 have died and 40 have been discharged as cured.

The county farm, which surrounds the asylum and almshouse, contains ninety acres, exclusive of meadow land. The farm alone is valued at \$30,000. It cost the county \$1,700 in 1837, when old Gloucester County was dismembered by the creation of the new county of Atlantic.

The insane asylum has saved the county an average of nearly \$10,000 a year during the past eight years, and has thus paid for itself. This saving is due to the greater cost of maintaining the county insane at the State Asy-



## HESTON'S ANNALS.

**Asylum Well** lum, in Trenton. The wisdom of  
**Managed.** Superintendent McConnell's recom-  
mendation to the board is apparent in  
this decreased cost of maintaining the indigent insane of  
the county.

That the institution is properly conducted and is a  
model asylum is evidenced by this presentment made by  
the grand jury to the court at Mayslanding on April  
27, 1904:

### A MODEL COUNTY ASYLUM.

"The grand jury made a careful inspection of the asylum at  
Smithslanding and found nothing to criticise and much to com-  
mend. It is a model institution, regarded as one of the best in  
the State, with all the conditions of ventilation, sunlight, food,  
baths and physical comforts so essential to invalids and conducive  
to the recovery of those who are afflicted with bodily or mental dis-  
orders. Some cases are cured and have been dismissed from the  
institution, and those remaining are most humanely cared for. The  
sexes are kept separate in the two wings of the building and have  
separate tables in the dining-room. In the almshouse nearby, which  
is a separate building, we found only ten county inmates, while  
there were eleven pay inmates from Atlantic City alone. It is  
apparent that a considerable saving could be effected by having  
all the poor of the cities and towns and townships cared for here  
in pleasant surroundings at the least possible expense."

## Atlantic City's First Physician.

1857 to 1898.



ATLANTIC CITY'S first resident physician was Dr. Lewis Reed, deceased, father of Dr. Thomas K. Reed. The elder Dr. Reed's coming on the island was purely accidental. He left his home in Millville, Cumberland county, in 1857, to go to Weymouth, Atlantic County, lost his way and found himself at Egg Harbor station just before the arrival of the train for Atlantic City. The thought occurred to him that he would give his tired horse a rest and run down to Atlantic City for a day. He had never visited the new resort, and had no intention of locating here. He happened to arrive the day after an accident at the Methodist Church, then being built, when a carpenter named Conover fell from a scaffold and was killed. The thought in everybody's mind then was that Atlantic City ought to have a resident physician, and as Dr. Reed stepped from the cars he was recognized by a friend, who said: "You are the very man we need here." The doctor was introduced to Lemuel Eldridge, father of the present chief of police, Harry C. Eldridge, and at that time the factotum of Atlantic City. Mr. Eldridge agreed with Dr. Reed's friend, and both insisted that the physician should quit Millville and come to Atlantic City. Two weeks afterwards he opened his office on Atlantic avenue, and a year later was elected Mayor, serving five terms of one year each. He was also appointed postmaster by President Lincoln in 1861, and served until 1872. Dr. Reed died in 1898, aged ninety-two years.

Of Lemuel Eldridge, factotum not only of the body politic, but of the First Presbyterian Church in its early days, Dr. "Tom." Reed says: "His chief amusement was to betray tawny finned fishes below the pier at the Inlet, especially flounders," and almost to the day of his death,

## HESTON'S ANNALS.

**Anecdote of  
Elbridge.**

in 1883, he was unable to look one in the eye without a gentle grimace delectable to behold. It was then that his persuasive powers were brought into use, but the climax was reached when he talked about fish—weak-fish, black-fish, snapping mackerel, flounders and sheepshead! Like the venerable Ezekiel Cooper, he was wont to say on a Sunday evening, "Let us have prayers, and to-morrow morning, God willing, we will go a fishing."

Concerning the future of Atlantic City, Dr. "Tom" Reed says:

### PROPHECIES OF DR. T. K. REED.

Fifty years hence Atlantic City will be a town of brick and stone. Land will be reclaimed by skilfully constructed jetties and the city will have grown seaward two thousand feet for the distance of five miles along the beach front. At various points there will be docks and wharves invading still farther the domain of the ocean. These will afford harbor and landing for crafts of new designs that will be impelled by a force as yet undiscovered.

Atlantic City will then be the county seat. The public buildings will rear their noble forms on Chelsea Heights. The metal radium will shine in the lantern of the lighthouse tower and sperm oil, the illuminant now used to guide the mariner on his way, will be forgotten. Flying machines will have replaced automobiles and some fine day Smith will say to Jones: "I hope we shall have a clear day to-morrow. It is, as you know, the date of the national meet of flying machines. All parts of the country, even Alaska, will be represented. We may anticipate a beautiful sight, for the machines will fly high in wedge-shape formation, imitating a flock of wild geese on the wing. Great guns! But the blare of trumpets up in the sky will remind our old men of the sounds of their boyhood days. What would the worthies of a half century ago say if they could witness this fine spectacle. I can just remember seeing some of them when I was a little shaver. There was a Charles Evans, who was president of a bank, and had been a hotel man. It was said of him that he was like King Saul, the son of Kish, of the tribe of Benjamin, 'and was taller and handsomer than any of his people.' And Lew Scott, a man of splendid mind and physique, born to wear the mantle of Forrest or Macready, and who was content to play the roll of a political boss. Then there was a brilliant and good-looking chap of immense capabilities by the name of William Riddle. He was the proprietor of a newspaper and I think it was called the 'Sentinel.' I also recall a doctor, Tom Reed, a little old fellow who was distinguished as having founded a salt works and a terrapin farm. I remember, too, John J. Gardner, an orator and statesman, who represented this District in Congress and cultivated a farm near Egg Harbor City.

"Wouldn't they be surprised if they could come back and see the changes in the town? Why, I am sure we should be obliged to tell them that this is Atlantic City."



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*ATLANTIC CITY'S FIRST PHYSICIAN.*

**City Beautiful  
Predicted.**

In its new dress, fifty years hence, it will be a city beautiful, and Atlantic avenue will be paved. With its population quadrupled and its wealth increased beyond the dreams of avarice, Atlantic City, because of its peerless climate, its incomparable location and its unrivalled attractions, will be then the capsheaf of all resorts the world over and the pride and glory of every American heart.



## Atlantic County Banks and Bankers.

1881 to 1904.



IN Atlantic City there are four national banks—the Atlantic City National, the Second National, the Union National and the Chelsea National. There are also three trust companies—the Atlantic Safe Deposit and Trust Company, the Guarantee Trust Company and the Marine Trust Company.

The first of these seven banks was organized in 1881, and the last in 1902. Mr. Robert D. Kent, of Philadelphia, came to Atlantic City in August, 1880, to interest the citizens in the project of a national bank. The population of the city was then 5,477. The first meeting was held at the Seaside House, when six gentlemen responded to the invitation. Of these, only three were willing to subscribe to the capital stock of the proposed bank. Charles Evans, Joseph A. Barstow and George F. Currie each subscribed \$1,000. The first two gentlemen afterwards increased their subscription to \$1,500 each. Mr. Kent was not discouraged by this modest beginning, but canvassed the city at intervals during the succeeding six months, and by March, 1881, had the full \$50,000 subscribed. A meeting for organization was held in the old City Hall on March 18, 1881, when the following gentlemen were elected the first board of directors: Joseph A. Barstow, John B. Champion, George F. Currie, Charles Evans, Richard H. Turner and Elisha Roberts. Mr. Evans was made president, and Mr. Kent, cashier. Mr. Barstow and Mr. Roberts are now deceased, and Mr. Evans and Mr. Champion are still members of the board. Mr. Currie has been president of the Second National Bank since its organization in 1886. The Union National Bank was organized in 1891, and the Chelsea National Bank in 1901.

## ATLANTIC COUNTY BANKS AND BANKERS.

**Leading Bank in New Jersey.** The old "first" bank was opened for business on May 23, 1881, in the original Currie building, now removed, Atlantic avenue, above South Carolina avenue. It was soon afterwards removed to the brick Bartlett building, North Carolina and Atlantic avenues, now used as a printing office by Shaner & Knauer. The building at Pennsylvania and Atlantic avenues was first occupied in 1900. Mr. Kent resigned as cashier on May 1, 1886, and was succeeded by Francis P. Quigley, present cashier. Mr. Kent shortly afterwards organized the Passaic National Bank, of which he became cashier. He is now an officer of three banks in the vicinity of New York, and in 1903 he organized the Maiden Lane National Bank, of New York, of which he is the president. This bank began business on February 1, 1904, with a capital of \$250,000.

The national bank presidents in Atlantic City, besides Mr. Evans, of the old "first" bank, are George F. Currie, Allen B. Endicott and Dr. J. B. Thompson. The cashiers, besides Mr. Quigley, are Robert B. MacMullin, James M. Aikman and Jere. H. Nixon.

The Atlantic Safe Deposit and Trust Company was organized in 1887, the Guarantee Trust Company in 1899 and the Marine Trust Company in 1902. The respective presidents of these companies are George F. Currie, Carlton Godfrey and Louis Kuehnle, and the treasurers are Robert B. MacMullin, Charles H. Jeffries and Joseph A. McNamee. The deposits of the four banks and three trust companies, on January 1, 1904, amounted to \$4,395,176. The combined capital and surplus is now \$2,000,000, and the total resources in January, 1904, were \$7,385,489.

The Atlantic City National Bank now ranks first in New Jersey and tenth in the roll of honor of national banks in the United States. The roll of honor is prepared from statements made to the Comptroller of the Currency, and to secure a place in this roll a bank must show a surplus and undivided profits equal to or in excess of its capital stock. A bank's numerical order on the roll is based on the percentage of surplus and profits



## HESTON'S ANNALS.

**Surplus and Capital Stock.** to the capital stock. According to the last returns to the Comptroller of the Currency, there were 4,001 national banks in the country, and of these only 592 were entitled to positions on the roll. The percentage of the Atlantic City National Bank, at the time of the last report, was 521 of surplus and profits to 100 of capital stock.

The Commercial Bank of Egg Harbor City is a State institution, established on October 12, 1888, with a capital of \$50,000. The deposits on January 1, 1904, were \$172,500, and the resources were \$213,162. The president of this bank is Robert Ohnmeiss, and the cashier is Herman Dietz.

The People's Bank, of Hammonton, is another State bank, with a capital of \$30,000. The deposits on January 1, 1904, were \$254,236, and the resources, \$315,118. The president of this bank is Richard J. Byrnes, and the cashier is W. R. Tilton.

The First National Bank, of Pleasantville, was organized in October, 1902, with a capital of \$25,000. The deposits on January 1, 1904, were \$63,192.72, and the resources on the same date were \$101,288.00. The president of this bank is Charles A. Campbell, the vice-president is John F. Ryon and the cashier is George H. Adams.

### FIRST BANK IN AMERICA.

It is an interesting fact, and one worth recording in these "Annals," that the first bank of issue in America was within the precincts of old Gloucester County, and directly on the present line of travel between Atlantic City and Camden. More than two hundred years ago, in May, 1682, when the present State of New Jersey was known as Nova Cæsarea, the General Assembly of the Province enacted the following:

"And for the most convenient Payment of small sums, be it enacted by the Authority aforesaid that Mark Newbie's half-pence, called Patrick's half-pence, shall, from and after said Eighteenth Instant, pass for half-pence Current pay of this province: provided he, the said Mark, give sufficient security to the Speaker of the House for the use of the General Assembly from Time to Time being: that he the said Mark, his Executors and Administrators, shall and will change the said half pence, for pay Equivalent upon demand; and provided also, that no person or persons be hereby obliged to take more than five shillings in one Payment."

To secure the redemption of these coins Mark Newbie conveyed three hundred acres of land, located on Newton Creek, to two commissioners, Samuel Jennings and Thomas Budd, the latter the original owner of the land whereon Atlantic City is built, which latter land, in his conveyances of 1695, he denominates "commonidge for cattle." This commonidge for cattle is now worth seventy-five millions of dollars in coin of the realm.

*ATLANTIC COUNTY BANKS AND BANKERS.*

**Mark Newbie,  
First Banker.**

The half-pence circulated by Newbie was a copper coin struck by the Roman Catholics after the massacre in Ireland in 1641, and was generally known as St. Patrick's half-penny. Struck without the authority of law and to commemorate an event in the history of that unfortunate people, the coin never obtained circulation in the old country.

Newbie was a tallow chandler and a Quaker, who had been driven out of London, and taking up a temporary residence in Dublin, he bought large quantities of these coins at a discount. With an eye to business he brought them to West Jersey and in 1682 established, as above stated, the first bank in America, in a building built of logs, near the present line of the Atlantic City Railroad (Reading system), a short distance below the old graveyard, and near the corporate limits of Camden. In this building, also, the first Friends' meeting in old Gloucester was held, whereof we read:

"And immediately there was a meeting set up and kept at the house of Mark Newbie, and in a short time it grew and increased, unto which William Cooper and family that lived at the Point resorted."

## Sanitation and Sewage

1883 to 1904.

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IN 1883 the City Council of Atlantic City realized that the public health would be endangered and the future success of the resort jeopardized without proper sewerage. The location of the city, however, is such that the problem of sewage disposal was an exceedingly difficult one. After considerable debate and consultation with eminent sanitary engineers, the Council finally deemed it inexpedient for the municipality to undertake the work of installing a sewerage system.

The engineering difficulties presented were so formidable and the initial expense to be incurred so great, that it was decided to encourage private capital in that direction. Accordingly, in the latter part of 1883, a franchise was given to the Improved Sewerage and Sewage Utilization Company, of New York, to install and operate a sewerage system under the patents of W. Scott West, a sanitary engineer of New York City. Under this system the sewage flows by gravity to a deep receiving basin or well back of the city, and then is forced by powerful pumping machinery several miles from the city for disposal.

After surmounting many costly engineering obstacles, the system was finally installed and has been successfully operated since 1884. It has been one of the factors that has helped to increase the health and popularity of Atlantic City.

The system is now owned and operated by the Atlantic City Sewerage Company, which is the largest sewerage company in the United States. The rates for service are nearly fifty per cent. lower than the rates of any other sewerage company in the country, and the service is highly satisfactory in every respect. The results ob-

## SANITATION AND SEWAGE.

**Fifty Miles of Sewer Mains.**      tained justify the wisdom of Council at that time in enlisting private capital to provide and operate a sewerage system. The expense of installation was exceedingly heavy, owing to the fact that the highest point in the city is only about six feet above high water, while in most places tide water is found at three to four feet below the surface and quicksand in many places at varying depths.

Under the franchise granted all vacant land contributes nothing to the expense of installation or cost of maintenance, yet all such property is benefited greatly by the sewerage system. Connections are made at any time whenever a building is erected, and in many cases, where property is still unimproved, large amounts have been saved to the respective property owners during the past twenty years. This might not have been the case had the city installed and maintained its own sewerage system, the expense of which would have been raised by taxation.

Originally the entire system was laid with terra cotta pipes, but by experience it was found that in the large size mains, iron pipe, owing to the conditions of the soil, will stand better than terra cotta. All extensions to the system in the large size mains, therefore, have been made with iron pipe, and a considerable number of mains of the large size terra cotta pipes have been replaced by iron pipe during the last few years. There are now over fifty miles of mains, with nearly 8,000 buildings connected, and the system is extended on all streets as soon as the property is improved.

## Somers House at Somerspoint.

1750 to 1904.

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THE old Somers homestead at Somerspoint is still standing on the Shore road, but the family relics passed into other hands many years ago. An old building, located back in the woods, once owned by another Somers and afterwards by a man named Spain, whence its name, "Spain House," and still later used as a club house by Philadelphia gentlemen, was burned in the winter of 1900. Being unoccupied at the time, the presumption is that this old buliding was set on fire. But the old Somers homestead, birthplace of Commander Richard Somers, and of his father, Richard Somers, second, a Revolutionary colonel, is still standing. This old Somers homestead was erected about 1730 by the first Richard Somers, grandfather of Commander Somers. The old mill at Bargaintown, still standing, was built about the time of the Revolution, by James Somers, grandson of the first Richard. Two of James Somers' descendants are Warren and Hubert Somers, successful lumber merchants of Atlantic City. Near the Somers homestead is the old Somers burying ground, and near the school house is a cenotaph, erected in memory of the gallant commander, whose dust mingles with that of other American heroes on the Mediterranean shore. John Somers, an older brother of Richard Somers, second, (Revolutionary colonel of militia) occupied the old brick mansion at Somerspoint, and owned, jointly with his brother Richard, the property at the "point" and Peck's Beach, now the site of Ocean City. Colonel Somers was also a judge of the county court and his name appears among the members of the Provincial Congress for the year 1775, but he did not take his seat.

As a matter of historic interest, we append a description of the boyhood home of Somers, as given in the fol-





SOMERS HOUSE AT SOMERSPOINT.

**Old-Time**            following advertisement, copied from  
**Advertisement.**   Claypoole's *Daily Advertiser*, of Philadelphia, for Friday, January 10, 1800,  
five years subsequent to the death of the Commander's father:

"To be rented:—That well-known, pleasantly situated place at Great Egg-harbour Inlet, formerly the residence of Col. Richard Somers, containing four hundred acres of upland and three of meadow and marsh. The dwelling house is commodious, with suitable out buildings, and well calculated for store and tavern keeping."

"N. B.—There are four apple and a peach orchards, all in good repair; other advantages from nature, of fish, fowl and oysters unexcelled by any place in the country. Apply to Wm. Jones Keen, Front st., or on the premises."

While Captain Keen was thus seeking a tenant for the boyhood home of Commander Somers, the latter was voyaging in the frigate "United States" with Commodore Barry.



## Mysteries of the Sea.

The waters, like the heavens, are full of floating mysteries.



SOME of our Atlantic County residents have never seen a sea-horse, that small marine animal or fish, with a prehensile tail and a fore-part whose configuration bears a striking resemblance to a horse's head; hence the name by which it is known. It abounds in some parts of the Atlantic Ocean, and is sometimes found in the vicinity of Atlantic City. A punster has said:

A sea-horse is a sea-horse when you see him in the sea,  
But when you see him in the bay, a bay-horse then is he.

But the sea-horse is only one of the many strange, living organisms that live in the sea. These include the microscopic monad, the unwieldly leviathan, the horrid octopus and the great whale. From the deck of a steamer, in southern waters, the flying fish are a source of interest and amusement, as they skim over the waves, from crest to crest, dipping their wings ever and anon, to plume themselves for further flight, or to escape the pursuing dolphin; which same dolphin, we are told, is never cooked aboard a vessel unless a silver half dollar is put in the pot, for if the coin blackens, then the dolphin is full of copper poison sucked from ships' bottoms. The early fathers, we are also told, believed that birds, like fish, were originally produced from the waters. With this thought in mind, when we see the flying fish we can almost fancy ourselves present at the moment of creation and mute witnesses of the birth of the first bird from the waves. Who has not read Audubon's beautiful description of the humming bird, that "fragment of the rainbow fluttering round," without a feeling of reverence for the Creator, whose wonders we observe on sea, as well as

**The Submarine** land; in the flying fish, the nautilus  
**Prairies.** and the coral formations of the tropics, as well as in the fields and forests, the wood and the fen of our own land?

The bottom of the Atlantic Ocean is a succession of mountain ranges, verdant valleys, and sublime precipices. There are vast submarine prairies, constantly decked in gorgeous floral garniture, over which the great leviathan, the whale and the lesser fishes disport at will. In some parts of these submarine continents crops of golden sheen and fructiferous vines grow in inconceivable luxuriance, and wave upon the surface of the sea for hundreds of square miles, looking not unlike one boundless prairie. Their diversity in size is as great as in form, some species being visible only through the microscope, some a few inches, and others a few feet in length, while a single plant of one species which floats in the South American seas measures more than one hundred feet, and another which floats in the Pacific Ocean reaches the length of fifteen hundred feet. They have in no case proper roots, but merely processes for their attachment to the surfaces on which they are fixed. The gulf weed floats in long pieces in the Atlantic Ocean and all the great seas. It is carried in such quantities by the current into the Gulf of Mexico that it covers the sea in tracts many miles in breadth, giving it the appearance of a vast meadow. Many fabulous stories were related of this gulf weed by the mariners of the fifteenth century. Ships were said to have been stopped in their course, and the crews obliged to cut their way through with hatchets. The discoveries of Columbus put an end to these exaggerated reports.

In the sea, also, are great coral mountains, with perpendicular escarpments thousands of miles in length, in which are deep grottoes and caverns and lofty arches, with innumerable coral pinnacles and domes, more exquisite even than the ornately chiseled facade of a cathedral or palace.

Science shows that millions of tons of chloride of sodium, or common salt, is held in solution, and that the sea contains vast quantities of magnesia and lime. It is

**Sounding in  
Deep Water.**

estimated that every year a layer of the entire sea, fourteen feet thick, is taken up into the clouds by evaporation. This vapor is fresh, and if all the water could be removed in the same way and none of it returned, it is calculated that there would be left a layer of pure salt two hundred and thirty feet thick on the bed of the Atlantic.

It is a common impression that waves travel, but this is an error; the water does not move forward, though it seems to do so. It stays in the same place, but the rising and falling moves on. We measure waves by their height and by the distance from crest to crest. In deep water this latter distance is about fifteen times the height of the wave. In shallow water the proportion is less, and this makes a choppy sea.

The pressure of the water increases, of course, as we go down. At the depth of a mile this pressure is reckoned at more than a ton to the square inch—that is, more than a hundred and thirty-three times the pressure of the atmosphere. In some places the ocean is comparatively shallow, but in the deep subaqueous valleys a depth of eight miles has been fathomed.

To get correct sounding in deep water is difficult. A shot weighing thirty pounds carries down the line. Through this sinker a hole is bored, and through the hole is passed a rod of iron which moves easily back and forth. In the end of the bar a cup is dug out, and the inside is coated with lard. The bar is made fast to the line and a sling holds the shot on. When the bar, which extends below the shot, touches the bottom, the sling un-hooks and the shot slides off. The cup in the end of the bar holds some of the sand, or whatever may be on the bottom, and a cover shuts over the cup to keep the water from washing the sand out. In this way we learn the character of the deep-sea bottom.

The sea is divided into three liquid strata, or layers of water, of different densities and properties. In the lowest strata, or deepest part of the sea, generally speaking, we find the home of the crustacea—such as crabs, lobsters and other like species; at a depth of five or six hundred

## MYSTERIES OF THE SEA.

**Pyrotechnic phenomena.** feet we enter the domain of the invertebrate and vertebrate fishes and the various mollusks; in the third and superficial stratum we find minute animalculæ, mostly observable by the microscope.

Not only does the sea furnish a vast home for the myriads of animals that live in its waters, but it is the home of many of the feathered creatures, especially of that mysterious little bird known as "Mother Carey's Chicken." This bird is reared and makes its home upon the sea. It flits about incessantly by day, and at night it roosts upon the raging billows, tucking its head under its wing and going to sleep amid the roar of the tempest and the fury of the blast. The great billow is its cradle and the seething foam its sheet.

The sea is the arena of the sublimest phosphorescent and pyrotechnic phenomena exhibited by nature. This phosphorescence is caused by countless millions of sea animalculæ, one-twelve-thousandth of an inch in length. It is not uncommon in tropical seas to see the phosphorescent current rushing past a vessel in a band of light so luminous that one can easily read the time of night upon the face of a watch, and the billows, as they are dashed aside by the prow of the ship, look like broad sheets of flame. Especially is the great Gulf Stream the theatre of sublime electrical phenomena. For a continuous, inexhaustible supply of fireworks and pyrotechnic beauties it is without a rival. It gives an exhibition upon the slightest occasion, and a ship rarely crosses that wonderful tepid river of the sea without being flooded with sheets of vivid lightning and shaken by a terrific bombardment from the cloud batteries.

The person who swallows a single mouthful of sea water takes into his stomach chloride and sulphate of sodium, magnesia, potassium, calcium, silica, boric acid, bromide, iodine, fluorine, oxides of nickel, cobalt, manganese, aluminum, zinc, silver, lead, copper, barium, strontium, arsenic, gold, lithium, rubidium and cæsium. But all these subsidiary components are so infinitesimal that one may swallow a pint of sea water and not realize the presence of arsenic, nickel, cobalt, aluminum, zinc,

*HESTON'S ANNALS.*

**Cause of the Sea Breezes.** lead, copper, silver and gold in the liquid. The total of all these so-called "salts" in sea water, on an average, is about  $3\frac{1}{2}$  per cent., thus leaving  $96\frac{1}{2}$  per cent. pure water.

A man six feet high, standing at the edge of the ocean, can see three miles seaward. That is, his horizon is three miles distant, and beyond that line a passing vessel can



Beach Scene in Atlantic City.

only be seen in part. The horizon is extended according to one's height above the sea level. The horizon of a sailor at the mast-head is therefore much greater than on the deck of the vessel.

At the distance of one mile from the shore the curvature of the sea is about eight inches; at three miles it is six feet, and at five miles it is about sixteen feet. Therefore, a person six feet high standing on the Boardwalk

## MYSTERIES OF THE SEA.

**An Antarctic Discovery.** in Atlantic City, or at any point ten feet above the sea level, will have a horizon extending five miles seaward.

Sea breezes are caused by the action of the sun upon the air above the land. During the day time the air above the land, receiving more heat than the air above the water, rises, and the cooler air above the sea rushes in to take its place, thus producing the sea breeze. A land breeze



Photographed in 1900.

on a warm summer morning often changes to a sea breeze at about ten o'clock.

A sea previously unknown to scientists and geographers was found in the Antarctic region in 1903. This sea, near the south pole, is four thousand miles long and two thousand miles wide, and is filled with wonderful animal and plant life. The most amazing fact is a tropical stream flowing fifteen thousand feet below the surface

**Marvelous  
Sea Lily.**

and teeming with tropical fish, in a climate where icebergs never melt and where the whale, the walrus, the sea leopard and the penguin alone are supposed to live. Great trawls lowered from the ship and dragged through a current far below the surface brought up various kinds of fish, tropical water plants, sponges, shellfish, starfish and delicate ferns with waving plumes.

These wonderful discoveries were made by a scientific expedition organized by public subscription in Scotland and sent out in the latter part of 1902, in charge of W. S. Bruce, a fellow of the Royal Scottish Geographical Society. Official information of the finding of the new sea was sent to Secretary of State John Hay by the United States Minister at Buenos Ayres, in March, 1904. Minister John Barrett reported that the expedition, after leaving Scotland, stopped at the South Orkney Islands and thence made a cruise of 5,000 miles eastward and southward, to latitude 70 degrees and 25 minutes south. In this region they found the hitherto unknown sea, of an almost uniform depth of 2,500 fathoms, the deepest sounding being 2,739 fathoms. From a depth of 2,500 fathoms (15,000 feet, or about two and four-fifths miles) they brought to the surface fish that evidently belonged to a warmer submarine current than that of the Antarctic Ocean. Some of these fish, when dumped on the deck of the "Scotia," were found to have been chilled to death by the icy water through which they had been hauled. Clinging to the meshes of the net were trailing sea grasses and tropical-looking shellfish, flushed with cameo tints of pink and blue. Others were grotesque specimens that none of the party had ever seen before.

In one catch was a marvelous sea-lily, which, after all, was not a lily, but a fish. Its leaves were beautifully white and waxy, and the blossom curved on a gracefully fragile stem. Upon investigation, the stem proved to be a rudimentary vertibræ, and the leaves were but relentless tenacles that contracted upon the minute organisms of the sea that were unfortunate enough to be caught in its trap. Still another marvel was a queer sea cucumber, similar to those found in waters many thousands of miles north of this land of eternal snows.







## Population and Taxables.

### Growth of Land Values in Three Centuries on Absecon Island.

1695 to 1904.



THE chronology of sand lot or land values on Absecon Beach from 1695 to the present time is an interesting study, and in connection with a transcript of the population and taxables of Atlantic City since 1854, this is offered as one of the chapters of the "Annals."

- 1695—Thomas Budd, earliest advocate of public schools in America, purchased 440 acres on Absecon Beach (Atlantic City) at the rate of about four cents an acre.
- 1795—Jeremiah Leeds (one hundred years after Budd's purchase) exercised squatter sovereignty on the island. He was "monarch of all he surveyed and his right there was none to dispute."
- 1849—A mortgage was executed this year by Andrew Leeds to secure four promissory notes given by him to Joseph E. West, dated October 31, 1845, and aggregating \$1,000. The notes purported to have been given in consideration of a conveyance made by West to Leeds for a tract of land on Absecon Beach, covering that part of Atlantic City between Kentucky and California avenues from the ocean to Arctic avenue. On November 13, 1845, within a fortnight after the date of the mortgage to West, which covered the lands sold by West to Leeds, the latter filed a bill in equity against West, alleging fraud in the transaction and praying that West's mortgage be cancelled. On June 19, 1864, a decree was made directing West to deliver up the mortgage for cancellation and directing Leeds to reconvey to West the property conveyed by West to Leeds. The property on which that mortgage of \$1,000 would rest, if valid, was in 1883 assessed at upwards of one million dollars, representing over three millions, the assessment at that time being at the rate of about one-third of the estimated value. Twenty years later, the assessed valuation of the same tract was over eight millions, representing over twelve millions of actual value, the assessment being at the rate of about two-thirds of the actual value.
- 1854—Most of the land within the city limits was sold at \$17.50 per acre.
- 1860—Atlantic avenue lots were far more valuable than beach front lands.

*HESTON'S ANNALS.*

- 1861—Thomas Sovereign paid \$100 for the lands between Iowa avenue and what is now known as Boston avenue. In 1889 he sold one-third of this—from Montpelier to Boston avenue—to William Riddle for \$60,000. At that time (1889) the entire tract, purchased in 1861 for \$100, was worth \$200,000. At this time (1904) it is worth \$2,000,000.
- 1865—Public sale of Atlantic City lots, owned by Michener estate. Lots on Atlantic avenue sold at \$16 each; Arctic avenue, \$6 each. The same year one entire square, bounded by Connecticut and New Jersey avenues, Pacific avenue and the beach, sold in lots for a total sum of \$1,300. The entire square was first offered at \$1,000, but no one would buy. To-day a single lineal foot of this land, fronting on the beach and 150 feet in depth, is worth \$2,000. The entire square, without improvements, is assessed at \$719,000, and the actual value is over \$1,000,000.
- 1867—Former site of Seaside House, where the Holmhurst now stands, down to storm tide line, was purchased by Charles Evans for \$25,000. The same land, with the accretions, is now worth \$800,000.
- 1868—The \$16 Atlantic avenue lots of 1865 sold for \$600 each.
- 1872—John Trenwith purchased three blocks of sand hills between Raleigh and Columbia avenues, for \$900. Twenty-three years later, in 1895, Trenwith sold his three blocks to A. B. Endicott, I. G. Adams, C. J. Adams and Samuel W. Bell for \$35,000. After holding the land four years, this syndicate, in 1899, sold two of the blocks at \$20,000 each, and the third block, fronting on the ocean, for \$25,000. Three months later the purchaser refused \$62,000 for this one block.
- 1886—Lewis A. Haines bought sixty feet of beach front on the easterly side of Ocean avenue for \$6,000. It extended back from the Boardwalk over 100 feet and the beach was constantly making out. In 1897, eleven years later, Mr. Haines reserved a sixty-foot lot in the rear and sold to Victor Freisinger the remainder of the 330 feet on Ocean avenue for \$72,000. The property was afterwards sold for \$90,000, or \$1,500 per front foot.
- 1887—Lots on Pennsylvania avenue above the new and below the old site of the Seaside House sold for \$3,750. In 1894 one of the two remaining lots sold for \$8,000. The other was held at a higher figure.
- 1888—John L. Young and Stewart R. McShea purchased the old Victoria rink, at the foot of South Carolina avenue, for \$6,000. They also purchased the three lots adjoining for \$4,500 and several lots in front, to the low water line, for \$10,000. Shortly afterwards they sold one fifty foot lot on South Carolina avenue for \$12,000, which left \$8,500 as the net cost of the rest. Seven years later this property, including the rink, which had been converted into a merry-go-round, was sold to the Somers Casino Company for \$150,000. In 1898 it was bought back by Mr. Young and his associates for \$200,000. The lot is 150 feet front.

## POPULATION AND TAXABLES.

- 1889—Applegate's pier, foot of Tennessee avenue, offered to the city for \$12,000. Less than a year afterwards Young & McShea paid \$52,000 for the pier property, consisting of 100 feet of beach front extending back 350 feet inside the Boardwalk, and the buildings thereon, including the pier. In 1897 Mr. Young gave his partner \$100,000 for his half interest and to-day he considers the land alone, without the recent improvements, worth \$500,000.
- 1891—The old Chester County House property, on New York avenue, fronting on the Boardwalk, was bought by Young & McShea for \$65,000. They sold off the hotel section to Westminster avenue for \$33,000, and disposed of other lots at \$100 per front foot, getting back all of their money and leaving them 90 feet of beach front clear, worth at that time \$1,000 per front foot.
- 1892—The land at the foot of Maryland avenue, 175 feet front by 300 feet deep, was purchased by Young & McShea for \$25,000. They soon sold a part of it to James Bew for \$10,000; another lot to Henry Rutter for \$16,000; a third lot to Alfred C. McClellan for \$12,000, and a fourth lot for \$4,000; total, \$42,000; leaving the corner lot, 75 feet front by 300 deep, worth \$75,000, which they sold to Nicholas Jeffries, in 1898, for \$100,000.
- 1892—Young & McShea purchased the Urian property, an entire square, 350x350, at the foot of Massachusetts avenue. The price paid was \$57,000. Now (1904) it is worth easily \$300,000.
- 1893—The land at the ocean end of Kentucky avenue, 150 feet on the Boardwalk and extending back 200 feet, was purchased by Young & McShea for \$75,000. John Hagan, three years before, had offered to sell it for \$6,000. After holding it three years Young & McShea sold it to Josiah White for \$115,000. It is now worth \$250,000.
- 1894—John L. Young, with four others, purchased at public sale a small tract of land near the ocean end of Atlantic avenue for \$650. Two years later this land was sold for \$21,000, and in 1898, it was again sold for \$63,000.
- 1894—Sand lots adjoining the lighthouse and bordering on the Inlet, belonging to the Eldridge estate, were sold for \$12,500 to Louis Kuehnle, Joseph Thompson, Lewis H. Donnelly, John L. Young, A. H. Phillips and others. In less than two years this land was worth a quarter of a million of dollars, and in 1904 almost a million.
- 1898—A lot at the corner of South Carolina and Atlantic avenues purchased by William F. Wahl for \$35,000. The same lot was sold by Colonel Daniel Morris in 1863 for \$300. In 1903 Mr. Wahl entered into an agreement to sell the lot for \$125,000, but the purchaser failed to meet his obligations and forfeited his option.
- 1898—John L. Young re-purchased the merry-go-round site at the foot of South Carolina avenue, 150 feet on the Boardwalk and 200 feet deep, for \$200,000. He and S. R. McShea had

## HESTON'S ANNALS.

originally purchased it in 1888 for \$8,500. This merry-go-round property has had an interesting history. Originally erected about 1884 for a skating rink, it was bought by Young & McShea four years later and transformed into a carrousel or merry-go-round. Here the two men laid the foundation for their fortunes. The building then stood on the outside of the old Boardwalk. After many improvements had been made, including the erection of a new walk on the ocean side of the building, the property was sold in 1894 to the Somers Casino Company for \$150,000. The new owners made further improvements each year and continued to realize a good return on their investment until the building was totally destroyed by fire in 1898.

1903—The Seaside House, at the foot of Pennsylvania avenue, sold by Charles Evans for \$500,000. His original investment on this avenue, in 1867, was \$25,000. The same year the St. Charles Hotel, foot of St. Charles Place, was sold for \$300,000. Two weeks after Mr. Evans sold the Seaside property, the new owners, George T. Lippincott and William H. Bartlett, sold the hotel for \$300,000, and reserved the ocean end, worth easily \$300,000 more—a clear gain of \$100,000 in two weeks.

1903—What was known as the Endicott-Bullock tract, on the ocean-front at Connecticut avenue and extending along Connecticut to within about two hundred feet of Oriental avenue, was sold at public sale on May 16, 1903, for \$195,775. The whole tract was bought in 1889 by the Mary A. Riddle Company and sold within a short time at a slight advance on the purchase price of \$12,800. At that time Hon. John J. Gardner stated he considered the likelihood of the property increasing in value so small that he could not be induced to give one cent for the bargain. Between 1889 and 1903, \$28,000 worth of the land was disposed of. The remaining lots sold for nearly \$196,000. These sales were made by Judge Allen B. Endicott and Barton H. Bullock, owners. The original tract was owned by John Hunter, a prominent Philadelphia merchant, and was a part of the Michener property, sold in 1865 for \$1,300. The Hunter tract was put on the market through a Sheriff's sale in 1889. Among the bidders at the sale was Mrs. Mary A. Riddle, Judge Allen B. Endicott, B. H. Bullock and William G. Hoopes. When the bidding began the price offered was \$7,000. The three gentlemen bid together against Mrs. Riddle, to whom the property was finally knocked down for \$12,800. Several days after the sale the three gentlemen offered an increase of \$500, which was promptly accepted by Mrs. Riddle. About 1900, Judge Endicott acquired Mr. Hoopes' share, paying at the rate of \$142,000 for the one-third interest.



The growth of Atlantic City in property valuations, registered voters and population since 1854 is given below. Previous to 1903 property was assessed at about one-third its actual value, but in that year the rate of assessment was increased to two-thirds.

## POPULATION AND TAXABLES.

In the time of the Revolution the entire island had but ten inhabitants, representing two families. Since 1854 the number of inhabitants has been as follows:

1855, Estimated.....	250	1863, Estimated.....	650
1856, ".....	375	1864, ".....	675
1857, ".....	400	1865, ".....	746
1858, ".....	450	1866, ".....	875
1859, ".....	550	1867, ".....	925
1860, Census.....	687	1868, ".....	950
1861, Estimated.....	675	1869, ".....	975
1862, ".....	625	1870, Census.....	1,043

Year.	Registered Voters.	Valuation.	Population.
1870.....	173	\$559,875	*1,043
1871.....	232	613,706	1,160
1872.....	279	682,790	1,395
1873.....	310	805,920	1,550
1874.....	365	854,975	1,825
1875.....	458	880,025	*2,009
1876.....	549	1,002,475	2,550
1877.....	618	999,435	3,100
1878.....	720	1,089,848	3,600
1879.....	845	1,179,267	4,425
1880.....	962	1,707,760	*5,477
1881.....	1,224	1,727,475	6,125
1882.....	1,325	1,884,245	6,625
1883.....	1,485	1,989,610	7,225
1884.....	1,623	2,087,915	7,500
1885.....	1,676	2,602,312	*7,942
1886.....	1,707	2,796,395	8,500
1887.....	1,856	3,537,375	9,371
1888.....	2,480	3,712,818	10,000
1889.....	2,530	4,198,145	11,500
1890.....	2,840	4,415,896	*13,055
1891.....	3,040	10,865,634	13,949
1892.....	3,180	11,052,925	14,925
1893.....	3,226	12,113,196	16,069
1894.....	3,466	12,249,999	17,193
1895.....	3,600	12,172,646	*18,329
1896.....	4,423	12,359,654	22,120
1897.....	4,773	12,763,603	22,365
1898.....	5,222	12,910,070	24,110
1898.....	5,783	15,312,393	26,915
1900.....	6,977	18,299,400	*27,838
1901.....	8,068	21,396,606	32,272
1902.....	8,233	23,281,132	33,932
1903.....	8,780	46,749,900	35,120
1904.....	.....	.....	36,000

In Atlantic City there has been a ten-fold increase of voters and population in the last twenty-five years, or 1,000 per cent. During the same period the property valuations have increased forty-fold, or 4,000 per cent. Supposing that the same rate of increase will continue during the next twenty-five years, and we have 360,000

\* Census returns.

### POPULATION AND TAXABLES.

as the population, and \$1,880,000,000 as the wealth of Atlantic City in 1929! By that time the city limits will have been extended to the lower end of the island. But a population of 360,000 is too much to expect, even of so progressive a city as Atlantic City; although, with an acreage of 5,200, there is ample room for this increase of population.

In the light of past growth, may we not safely divide the above figures by two and conclude that twenty-five years hence the population of Atlantic City will reach 180,000? The wealth of the city in 1929 we may also safely place at \$235,000,000, or about \$1,300 for each inhabitant—the same as in 1904. We are accustomed to call Atlantic City the "Brighton of America." The city of Brighton, England, has a population of 125,000, all within a territory of three square miles, or 1,920 acres. On this island we have an acreage nearly treble that of the English resort, and room for a population one hundred per cent. greater.



Chelsea Public Schools.







## Horse and Electric Car Service.

1865 to 1904.



ATLANTIC CITY'S first street railway was operated by two brothers, Samuel and John Cordery, of Absecon, who leased the privilege from the Camden and Atlantic Railroad. About 1865 the two Corderys secured from the railroad the right to run street cars from the Inlet to South Carolina avenue. The line consisted of two cars and four horses. Each of the owners took a car, and acted as conductor and driver. William G. Bartlett succeeded Samuel Cordery & Co., as lessee, retaining the lease until 1869, when the railroad company refused to re-lease it to Bartlett, and it has ever since been operated by the railroad company. Mules were substituted for horses by Mr. Bartlett, and the open cars introduced. In 1869, the Atlantic City Horse Car and Railway Company was formed, with Henry L. Elder, Joseph H. Borton, William G. Bartlett, Joseph A. Barstow, Horace Whiteman, D. C. Spooner and Alexander H. Boardman as incorporators, the last named being the projector of the enterprise. After much trouble and weary waiting, ordinances were passed by Council giving them the privilege of constructing a track commencing at a point on New Hampshire avenue near the Inlet, and running in the center of that avenue to Atlantic avenue, thence to Ohio avenue, thence on Ohio avenue to Pacific avenue, and thence on Pacific avenue from Ohio avenue to the Excursion House, foot of Missouri avenue; also, from the intersection of Michigan and Pacific avenues, thence along Michigan avenue to Atlantic, and thence along Atlantic to Ohio, connecting with the track at that point. The tracks were laid by torchlight one October night in 1874, by a large force of men, in order to get beyond the disputed territory, east of North Carolina avenue on Atlantic avenue, before the Camden and Atlantic Railroad could get an injunction restraining them. A telegram notified A. K. Hay, president of the Camden and Atlantic Railroad Company, what the opposition was doing. Mr. Hay went to Newark, awakened Chancellor Runyon about midnight, procured an injunction, returned to Camden, and came to Atlantic City on a special train, serving it on the superintendent of the work, when the workmen were very near the lower end of the disputed territory, at North Carolina avenue. Work was, of course, suspended, and litigation ensued, and in the course of years interest in the Atlantic City Horse Car and Railway Company ceased with all but the incorporators, who have maintained their rights and standing by meeting from time to time, and keeping the corporation taxes paid up. The office of this company is in the Bartlett Building. Ever since 1874, the only line of Atlantic avenue street cars has been run by the Camden and Atlantic Railroad, now the West Jersey and Seashore Railroad.

The cars on Atlantic avenue were drawn by mules until April 24, 1889, when the electric trolley system was introduced by the railroad

**Pullen System  
Introduced.**

company. Four years later (in 1893) the trolley system was extended to Longport, and at a still later date the rate of fare was changed from twenty-five cents for the round trip to one fare of five cents to Ventnor and another fare from Ventnor to Longport, making the round trip cost twenty cents.\*

The company began heating the electric cars with what was known as the Burton electric heater in the fall of 1892, but this proved unsatisfactory, and in November, 1895, the present system of heating was introduced. It is known as the Consolidated heating system. One car was equipped in November and December, 1895, as an experiment, and no others until 1898, when the Consolidated system was put into general use.

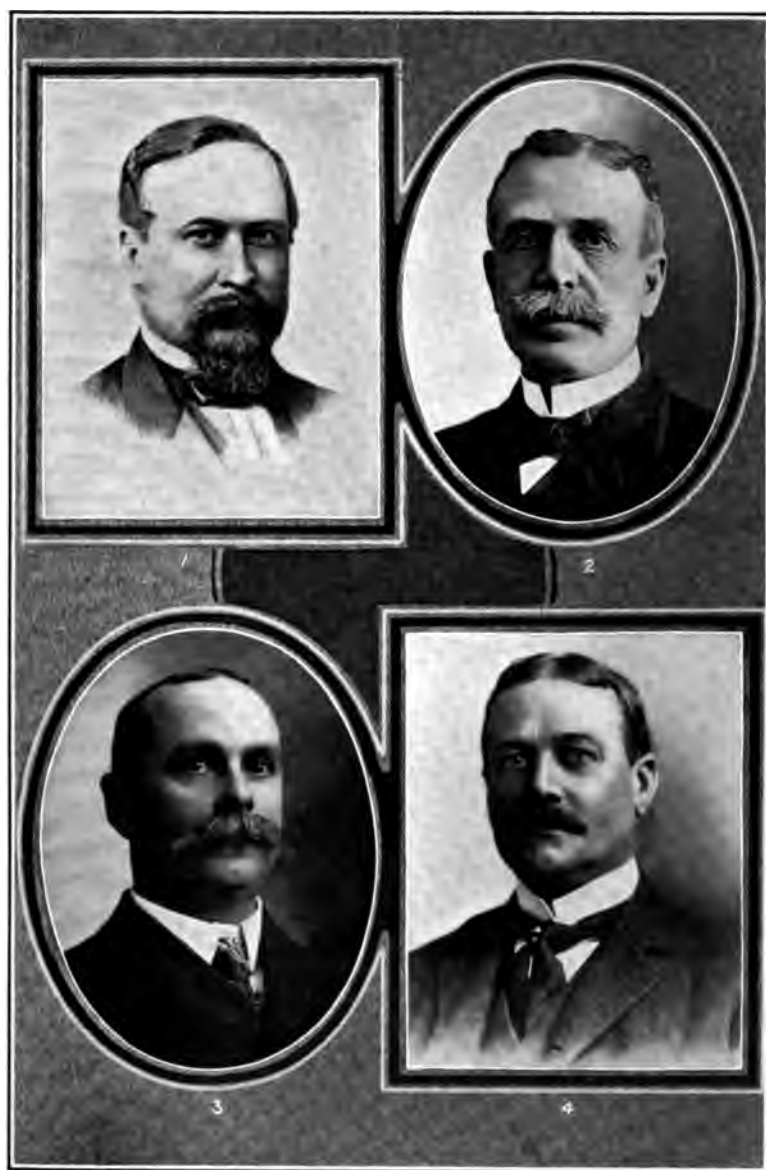
This company began experimenting with the Pullen system of underground current in the fall of 1903, and continued the experiments on the Chelsea branch railway, from the drawbridge to Albany avenue, until June, 1904. The experiments were successful, and it is expected that this new system will be introduced on Atlantic avenue before the summer of 1905.

The Atlantic City and Suburban Traction Company is operated under an ordinance approved October 16, 1902, the franchise to continue for thirty-three years, or until 1935. The company is required to pay the city five hundred dollars each year during the life of the franchise. A single track extends from the foot of Florida avenue to the bridge across the thoroughfare at Georgia avenue and thence across the meadows to Pleasantville, Somerspoint and Absecon. The trolley cars on this road began running in the latter part of 1903.

The Central Passenger Railway Company, of which William McLaughlin is president, was granted a franchise for Virginia, Adriatic and South Carolina avenues by ordinance approved August 24, 1903. The work of laying tracks on Virginia avenue was begun in the latter part of May, 1904, but stopped by an injunction from the Supreme Court in June. The injunction being removed, work on the tracks was resumed, and the first car was run on July 4, 1904. No tracks are yet laid on Adriatic or South Carolina avenues. This company will use the Pullen underground system, invented by J. W. Pullen, now a resident of Atlantic City.

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\*See page 362.



1. Francis W. Hemsley.  
3. Joseph Thompson,

2. M. S. McCullough.  
4. Edward S. Lee.

Francis W. Hemsley, deceased, was a Philadelphian, who moved to Atlantic City in the early 70's, for the benefit of his health, and opened a select boarding place on Pennsylvania avenue. Shortly afterwards he leased the Brighton Cottage, on Indiana avenue near the beach, and conducted it as a summer hotel. In 1876 he announced that the Hotel Brighton would thereafter be conducted as an all-the-year-round hotel. Mr. Hemsley thus inaugurated the winter season, which has contributed so much to the popularity of Atlantic City as a health resort. The winter and spring business at many of the hotels is now more profitable than the summer business. Mr. Hemsley's son, Frederick Hemsley, is now the sole owner of the Hotel Brighton and is regarded as one of the wealthiest as well as one of the most public-spirited men in Atlantic City.

Matthew Simpson McCullough founded Longport, which is destined to be a part of Atlantic City. When the borough of Longport was created, in 1898, Mr. McCullough was elected the first mayor. To him more than to any other man is due the credit of developing this select suburb of Atlantic City.

Joseph Thompson is a native of Atlantic County and a successful lawyer. He served for some years as Prosecutor of the Pleas and resigned to accept the appointment of Judge of the Court of Common Pleas. He filled both of these offices with credit to himself and to the county. He is now a member of the State Board of Taxation.

Edward S. Lee was elected a member of the City Council of Atlantic City in 1888 and served continuously until 1903. While a member of this body, he initiated a movement which resulted in the erection of the present Boardwalk, and he has been termed the "father" of the Boardwalk. He was also the first to agitate the question of paved streets in Atlantic City and was made chairman of a special committee on paving. Through his efforts an act was passed which authorized City Council to issue bonds for street paving. In 1901 Mr. Lee was elected State Senator from Atlantic County and has secured legislation that has been very beneficial to Atlantic City, including the act commonly known as the "new charter," approved in 1902.

## Woodland Charms and the City Beautiful.



THE woods, the uplands and the swamps on the mainland, westward of Atlantic City, are fragrant with magnolia blooms and radiant with the laurel and rhododendron in spring-time. The ground, also, is carpeted with arbutus and the lakes are white with water-lilies; everywhere, in wood and swamp, field and fen, the heath tribe gives beauty and perfume. In the brilliant autumn-time when the gorgeous woods are gleaming, ere the leaves begin to fall, when the pippen leaves the bough and the sumac's fruit is red, when the quail is piping loud from the nearby buckwheat fields, when the mist is on the ocean and the network on the grass, when the harvests are all housed and the farmer's work is done—'tis then that there is good quail and rabbit shooting in the woods and fields on the mainland.

Time was when the region westward of the Shore road, between the Mullica and the Great Egg Harbor rivers, was thickly wooded with oak, pine and cedar trees, many of them of great age and large size. Most of these disappeared before the axe of the woodman many years ago, but after a time there was a second and a third growth of oak and pine and cedar, to meet the demands of the ship builder, the charcoal burner and the shingle maker. Much of the young timber has been destroyed in recent years by forest fires. During the last decade or two these fires have caused losses in Atlantic County, the extent of which is shown by the record of two months in 1903.\*

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\*On April 28, a brush-burner started a fire in a cranberry bog southeast of Doughty Tavern, and the fire, getting beyond control, destroyed 2,000 acres of thrifty young pine and oak. The loss amounted to \$10,000.

On April 28, a fire in the interior of the county, supposed to have been caused by sparks from a locomotive, caused a loss in timber of \$45,000.

On April 30, sparks from a locomotive started a fire at Hammonton, and for a time that city itself was threatened. The damage in timber amounted to \$4,125.

In April, some careless smokers, east of McKee City station, started a fire that did damage to the amount of \$125.

In April, a spark from a locomotive started a fire near the head of Gravelly Run, which did damage to the amount of \$75.

On May 1, a man burning brush at Oakville, Weymouth Township, caused a fire that burned 2,400 acres of pine and oak. The damage was \$3,600.

On May 1, a fire, starting from the sparks of a locomotive near Brigantine Junction, was finally extinguished with shovels and sand, after doing damage to the amount of \$500.

On May 3, a fire started in a similar manner, east of Richland, destroyed timber worth \$1,500.

On May 7, a fire started by a locomotive, east of Landisville, did damage amounting to \$530.

On May 9, a brush fire in a cranberry bog between Weekstown and Mullica Pond, near Greenbank, destroyed timber worth \$4,500.

On May 10, a fire, started by a locomotive, near Elwood station caused a timber loss of \$5,000.

These eleven fires, all within a period of two weeks, destroyed timber worth \$75,000.



## WOODLAND CHARMS AND THE CITY BEAUTIFUL.

### Groves in the Early Days.

responsible. The miles of waving green banners and the comforting shade would be an unceasing delight to the eye as well as a constant medicine for the mind.

Atlantic City was at one time embellished with many shade trees, which were sacrificed to a mistaken notion that they gave the town a country look. The error has since been realized, but the trees have not been restored. It would be a worthy and excellent exhibition upon the part of the municipality to invest a few thousand dollars in the purchase of young trees and plant them along the principal streets. A few years would suffice to restore to the city the verdure and beauty it now lacks.

Certain kinds of trees are indigenous to the soil of Absecon Beach. In the early days the island was decked with beautiful verdure in summer time, while in every direction, on hill and dale, sand dune and sod, there were delightful groves of oak, cedar, wild plum and holly. A newspaper of fifty years ago tells of a visit to the island in the spring of 1854, when the numerous groves attracted attention. The *Daily Pennsylvanian*, of Philadelphia, in its issue of April 28, 1854, contains an account of a "meeting held on Saturday evening, April 22, at the United States Hotel, on the island of Absecon, by a number of gentlemen who visited the island as guests of the directors of the railroad company." The *Pennsylvanian* says: "Our readers will remember that for some time past the island of Absecon has been regarded as possessing greater natural advantages for sea-bathing than any other point on the coast. A number of gentlemen, among whom are comprised some of our wealthiest and most enterprising business men, have had their attention directed to this point, and have entered zealously into the enterprise. The railroad, which is 56 miles in length, will be completed to Absecon Island on the 1st of July, and is now finished within two miles of the old town of Absecon on the main land. A number of fine buildings are being constructed on the island, and the company is now building a magnificent hotel, which, in point of architectural beauty and appliances of comfort, will exceed anything of the kind now in existence. Added to this, the island is covered with fine shade trees and light vegetation, making it, in that respect, superior to any other point on the coast."

The article in the *Pennsylvanian* concludes with a series of resolutions adopted at the meeting referred to, thanking the company "for the pleasure of a trip over the straightest and one of the best railways in the country, at a speed seldom attainable, and disclosing a region hitherto unknown, but of vast future importance." It should be noted that the ride from Camden to Absecon was made in about two hours. The resolutions also recite that "after an examination of Absecon as a watering place" it was their opinion that for firmness, safety and length of beach it was superior to all shores previously resorted to, and was "equally happy in the thick groves covering the whole of the island, affording agreeable shade and a relief to the eye."

The Lenox Avenue League was organized at the home of the *Annalist* on December 1, 1903. It is the only association of property owners in Atlantic City having for its object the beautifying of the city. The membership at present is confined to residents and property owners on Lenox or Iowa avenue. In the spring of 1904, the league planted shade trees on both sides of Lenox avenue





## Atlantic City Jubilee.

### Celebration of the Fiftieth Anniversary of the City's Founding.



THE semi-centennial of Atlantic City occurred on May 1, 1904. Four years before that date the Annalist, in his Hand-Book of Atlantic City, suggested that the year 1904 be made a jubilee year, commemorating the fiftieth anniversary of the founding of the city. In the Hand-Book for 1900 he said: "One or two months in the year 1904 may well be given over to festivity, including a week of carnival. To perfect and direct this proposed semi-centennial, there should be a committee of fifty representative citizens, one for each year of history, appointed a year or so in advance of the festival. Doubtless this committee, in the fertility of its resources, can show to the country and to the world that in push, progress and popularity Atlantic City has no peer."

On March 9, 1903, the Annalist called the attention of Hon. F. P. Stoy, Mayor of Atlantic City, by letter, to the suggestion in the Hand-Book, and added: "It seems to me that some time this year action should be taken by you or City Council, looking to a proper celebration of the fiftieth anniversary of the founding of Atlantic City. Would it not be well to take this matter up now? The committee to which it will be entrusted, with yourself as chairman, may want time to put their 'thinking caps' on, so as to produce something in the way of a celebration that will be appropriate to the name and fame of Atlantic City."\*

\*Following this suggestion, Mayor Stoy, early in November, 1903, appointed a board of directors to take charge of the proposed celebration, the active members of which were as follows:

Charles Evans,  
Joseph Thompson,  
Alfred M. Heston,  
Chalkley S. Leeds, (first Mayor),  
Thomas Potter, Jr.,  
Edward S. Lee,  
Louis Kuehnle,  
Samuel D. Hoffman,  
G. Jason Waters,  
Albert Beyer,  
Walter J. Buzby,  
J. Haines Lippincott,  
Herman G. Mulock,  
Allen B. Endicott,  
Newlin Haines,  
David R. Barrett,  
Lewis Evans,  
William H. Burkard,  
George F. Currie,  
Alfred J. Royer,  
Henry W. Leeds,  
John J. Gardner,  
Charles F. Horner,  
Carlton Godfrey,  
Thomas Payne,

E. A. Parker,  
Joseph Fralinger,  
Robert H. Ingersoll,  
Harry Bacharach,  
S. S. Phoebus,  
Joseph A. Brady,  
Daniel Knauer,  
Dr. Thomas K. Reed,  
J. E. Lingerian,  
Harry Wootton,  
Francis P. Quigley,  
Franklin P. Cook,  
Robert T. Dunlop,  
John G. Shreve,  
Daniel S. White,  
Clement J. Adams,  
John A. Manz,  
Emery D. Ireland,  
O. H. Guttridge,  
John S. Westcott,  
William W. Bowker,  
Walter E. Edge,  
Walter McDougall,  
Dr. B. C. Pennington,  
Brinckle Gummey.

## HESTON'S ANNALS.

### Official Ode Adopted.

Mayor Stoy was made an ex-officio member of this board. They held their first meeting at the Seaside House on November 12, 1903, and organized by electing Charles Evans, president; Joseph Thompson, vice president; A. M. Heston, secretary, and Harry Bacharach, treasurer. It was decided at this first meeting that although the anniversary of the city's beginning fell on May 1, on which day the first mayor was elected, better results would be obtained by postponing the celebration until the middle of June. At this time, it was urged, there would be an abundance of natural flowers, a chance of better and more settled weather and the prospect of a larger attendance of people from other places; hence it was decided that the celebration should be held in June, from the 15th to the 18th, inclusive.

The directors, at one of their meetings, adopted a jubilee ode, written by Miss Anna Hudson, an Atlantic City school teacher, and ordered it printed in the official programme. This ode was entitled "Queen of the Sea," and was as follows:

Hail to our city,  
Queen of the Sea!  
Joyously welcome  
Her Jubilee.  
Hail to old Neptune,  
Give him a toast;  
He is her father—  
This is his boast.

Beautiful city,  
Fairest of all,  
Thousands of people  
Come at her call.  
Old Father Neptune,  
Drawn by his steeds,  
Over the billows—  
See how he speeds.

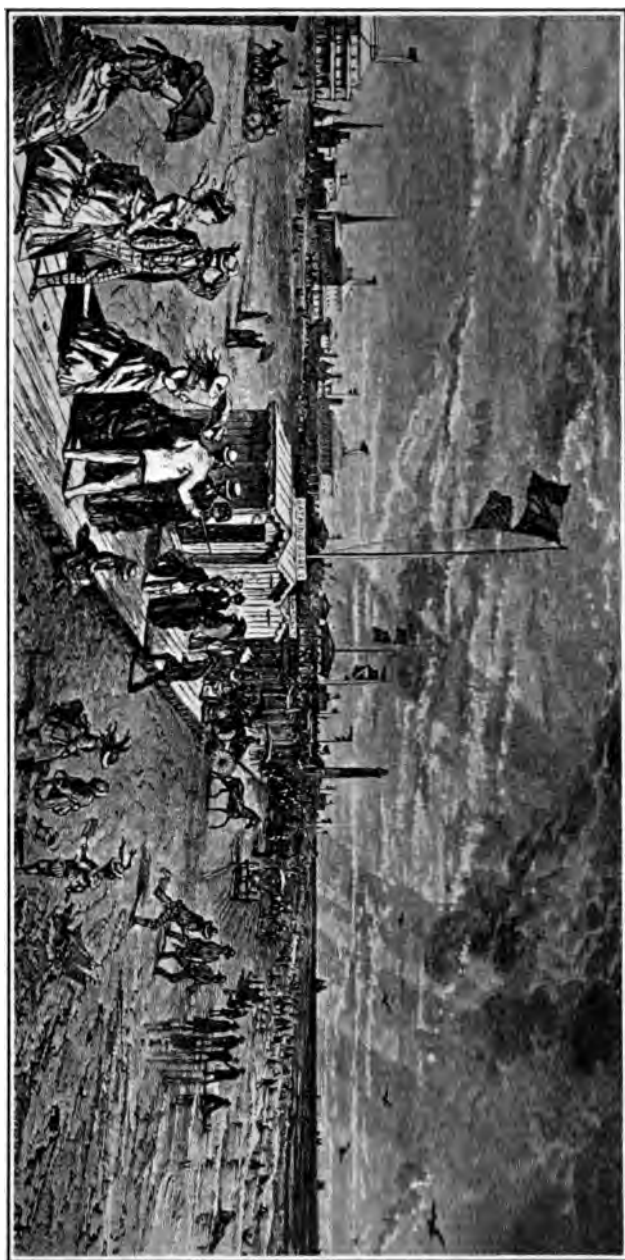
Hasten, old Monarch,  
Do not delay;  
Hasten and come to the  
Carnival gay.  
Hail to our city!  
Proud may we be,  
Well may we crown her  
Queen of the Sea.

The directors decided that on one day of the jubilee there would be a marine parade, on another a civic and military parade, and on another a floral rolling chair parade. It was also decided to build a memorial arch and court of honor in front of the City Hall, on Atlantic avenue, and that the first day of the celebration would be devoted to the dedication of the court of honor and a founders' column. The latter was to be an imposing shaft reared in the City Park, between Park place and Indiana avenue.

The plans for the memorial arch and court of honor, also the founders' column, were prepared by Joseph M. Huston, of Philadelphia, who gave his services to Atlantic City as an architect free of charge, being a personal friend of Col. Thomas Potter, Jr., who was made chairman of the decorating committee, and had charge of the work of erecting the arch and court.

The court of honor extended from South Carolina to Tennessee avenues. The arch was fifty-six feet high and was set nearly in the middle of the block. It was a counterpart of the Triumphal

*ATLANTIC CITY JUBILEE.*



Atlantic City Beach in 1870.

### **Court of Honor and Column.**

Arch of Paris. Between and around the columns and arch were set myriads of electric lights, making a scene of beauty almost beyond description.

Surmounting the top of the arch were groups of figures, made of plaster of Paris, representing Neptune in an immense sea shell or chariot, drawn by six mammoth seahorses. Neptune, the principal feature of this decoration, was typical of Atlantic City and the ocean. The electrical display during the entire jubilee was under the direction of Emery D. Irelan, and reflected much credit on that gentleman.

The founders' column in the City Park was a shaft about forty feet high and bore the names of the men who are credited with being the founders of Atlantic City, namely: Samuel Richards, Dr. Jonathan Pitney, Enoch Doughty, Andrew K. Hay, John C. DaCosta, Walter D. Bell, Stephen Colwell, Joseph Porter, William Coffin, William W. Fleming and Richard B. Osborne.\*

The directors of the semi-centennial were undecided as to who was the founder of Atlantic City, or whether more than one person was entitled to that distinction. The matter was referred to the Annalist, who was secretary of the board, and his selection of the gentlemen named above was unanimously approved.

The column and court of honor were dedicated on the first day of the celebration, June 15th. At the founders' column Mr. Charles Evans presided, and addresses were made by Dr. T. K. Reed and Judge Allen B. Endicott. A dedicatory prayer was offered by Rev. Allen H. Brown, the oldest clergyman on the New Jersey coast. Dr. T. K. Reed said in part:

### **ABSECON BEACH AND ATLANTIC CITY.**

It is difficult to imagine what a dreary and desolate region Absecon Beach was during its earliest known history. It lie out beyond the level, silent marshes that are interspersed by bays and thoroughfares, about five miles distant from the mainland; a mere strip of sand on the ocean's edge. In calm weather the stillness of the island was only broken by the subdued murmur of the sea, the honking of migrating water fowl and the scream of gulls.

The only sign of human life was the wreck sleeping on the shore or the passing sail. Sand dunes wearied the eye and back among their hollows a varied vegetation flourished; snakes glided to concealment under cover of grasses and bayberry bushes, while the Virginia creeper and grape vines climbed the trunks and spread their sheltering leaves over the branches of the holly, the wild plum and the red cedar. When it stormed and the wind was in the east, the waves pounded the strand in rage, roaring like a hungry beast in a trackless desert.

The island was so solitary and inaccessible that the Indians, in a more primitive period than the one already referred to, never made a permanent settlement within its bounds. Small parties of them, however, visited here periodically in the good old summer time, before the white man had come to dispossess the aborigines of their land and teach them the vices of our civilization.

The traces of the red man here are scant; a little kitchen midden or shell heap near Hill's Creek, some wampum, two or three skeletons,

\*Mr. M. M. Osborne, of Elkins Park, Pa., a son of Richard B. Osborne, says that his father submitted to the first board of directors of the Camden and Atlantic Railroad an estimate of the cost of building the road, and afterwards, when the bids were opened, every bid was far above his estimate. Mr. Osborne insisted that the road could be built at the price named, and agreed to do the work himself at his figures. Accordingly, a contract was entered into and he accepted stock of the company in payment. A portion of this stock he turned over to his sub-contractors in settlement of their claims when the work was finished, but it was not until 1882 that Mr. Osborne was reimbursed in cash for his own labor and direction of the work.



**Court of Honor - Looking Westward and Eastward.**

1. The first part of the document is a list of names and dates.

2.

## ATLANTIC CITY JUBILEE.

### Dr. C. B. Keed's Reminiscences.

a celt and a tomahawk of diorite, constitute the sum total, so far as I can learn. The celt and axe mentioned are now in my possession and tell an unmistakable story of their ownership. They had belonged to the Indians whose bones were found in the shell heap near Hill's Creek, many years ago. These relics are fine specimens of Indian handcraft, which goes to show that their owners must have been men of wealth and prominence among their tribesmen. So, you see, this gives to our island, even in traditional times, a touch of aristocracy, making it as clear as a sunbeam that though lonesome, there was never anything mean about Absecon



Chas. Evans, President Semi-Centennial Directors.

pirates of Barnegat, of whom, no doubt, you have both read and heard.

The "point of beach" at the Inlet extended a mile farther seaward in those days and was heavily wooded. The timber, which was principally oak, was cut down and freighted by sailing craft to New York City for shipbuilding purposes.

Jeremiah Leeds, who had a residence here in 1795, owned, a few years later, nearly all the land eastward of Dry Inlet, excepting the

Beach. During the Revolution, Daniel Ireland, William Bolce and George Stibbs lived here with their families and tilled the soil on the meadow side. In addition to the fruits of the field they stock-ed their larders with fish, game and bay truck. A smiling fortune would send them, now and then, a shipwreck.

These hapless vessels would toss into the hands of the early settlers merchandise of every kind and description, varying from pork to calico and from parrots to molasses. The extreme limit was reached when the waves cast up a big tin can of castor oil. As some of their descendants are roaming around, it is the part of prudence to pro-claim that these pioneers were honest and worthy citizens of New Jersey. They were simple hearted wreckers and should not be named in the same breath with the



## HESTON'S ANNALS.

### An Epoch of Tribulation.

Chamberlain tract of 131 acres, and on April 1, 1816, he leased a lot of land to John Bryant, on "the north side of the island, with the privilege of erecting a dwelling and salt works, pasture for two cows and a team for the works."

A year ago the encroachment of the tides at the Inlet washed away the sand from the old meadow land, plainly revealing the tracks of a horse and wagon and the foot prints of cows made almost a century ago.

Coming events cast their shadows before, and long ere any mind had dreamed of a railroad or a health resort on this island, it was the chosen spot of the country folk from miles and miles away, for their beach parties. They came here in summer to disport amid the breakers and to hold high revel of innocent mirth on the smooth and sloping strand. One party that sailed here in a shallop carried six hundred luscious watermelons below decks for the picnickers' delectation. Think of that and weep, ye who live in this prosaic age. Fancy recalls those buxom, rosy cheeked girls "from off shore," robed in calico gowns and wearing old fashioned sun bonnets, and we sigh for the Arcadian days of yore.

There were club houses on Clam Creek in pre-railroad times, whose gay and festive members rode in stages from Camden to Absecon and finished their journey in boats.

Is there in our present life any compensation for the departed stage-coach of other days? What a rare picture hangs on memory's wall of lumbering along country roads, from village to village, inhaling the fragrance of the woods and fields, while listening to the words of wit and wisdom as they fell from the lips of friends or chance acquaintances.

At this later period the spirit of railway construction was in the air, and in the spring of 1852 Dr. Jonathan Pitney, Samuel Richards, General Enoch Doughty and others incorporated and organized a railroad company, with the object in view of building a railroad from Camden to Absecon Beach.

The dawn of our city formed an epoch of poverty and tribulation. Many of our townsmen of that period were so poor that they pulled the devil's tail to make both ends meet. One citizen was obliged to borrow a hat from a friend and a coat from another, to wear on his wedding day; but as a mark of the city's progress it should be stated that before quitting the stage of his earthly career he owned a big hotel and had money in bank.

Many an impecunious youth has acquired wealth and prominence here; and in the light of the wonders they have performed, it seems as if the men of Atlantic City must have imbibed the spirit of the might and majesty of the ocean.

The numerous knotty problems presented for their solution were mastered with sound judgment and a courage that knew no surrender. Let us inscribe their names in our hall of fame and carve them on shafts more lasting than Egyptian obelisks.

The future of Atlantic City is assured. Here is the lure of the sea and a climate of unsurpassed excellence. Its great staple is the ocean and it will never be a drug on the market. It will never go out of fashion. The multitude will seek its shores so long as human beings inhabit the earth. They will come from far and near to view its boundless expanse, to bathe and fish in its waters and to sail on its moving, restless surface.



### REMARKS BY JUDGE ENDICOTT.

In his address at the dedication of the founders' column, Judge Endicott said:

Under divine direction, the children of Israel observed every fiftieth year as a jubilee. Under the direction of the Mayor of Atlantic City, encouraged by its good citizens, we pause for four days to celebrate our jubilee. Leigh Hunt, whom many of us love to think of as a personal friend of Alfred Tennyson, named one of his books "The Indicator," after the bird which shows to the honey hunter where the bees have laid their treasure. This monument shall be to us an indicator, marking the progress and development of Atlantic City during its first fifty years. How great is that development, you have heard from Dr. Reed. From a long stretch of sand dunes,

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### Founders' Shaft an Indicator.

where the only inhabitants were countless numbers of sea fowl, has arisen a stately city, with all the adornments of a metropolis. Constructed upon an ample plan, its capacity almost without limit, the home of a liberal government, it has gathered within its folds all that is desirable and excellent. If it continues its Herculean strides for a few years longer it will rival inland cities in attractiveness and beauty. Its real estate last year was assessed at forty-three millions of dollars, and no man knows at what valuation its personal property should be assessed; and while I have not the statistics to back this assertion, I venture to say that the population to-day of Atlantic City, visitors and residents, is greater than the combined population of the twenty-five other sea-side resorts which dot the New Jersey coast.

The men who founded this city must have been students of history. They looked forward to the establishment here of a custom that is as old as antiquity, which inclines mankind, upon the annual return of the summer solstice, to hie him away from his accustomed retreats, whether in pursuit of health or pleasure or to obey the dictates of fashion, to the wave-washed seashore, there to commune with his fellows and enjoy with them the delights of "inglorious ease."

Congressman Gardner's address was replete with information bearing on the early history of Atlantic City, and the *Annalist* deems it well worthy of a place in the chapter on the Semi-Centennial. The address is printed in full, as follows:

#### CONGRESSMAN GARDNER'S ADDRESS ON STEEL PIER.

You opened this meeting with the National Anthem. It was peculiarly appropriate that you should do so. A nation is composed of its units. Those who found successful enterprises, those who build towns, are nation builders. We are celebrating a successful work of Americans—a conception and an achievement which has left its mark on the face of the earth, and contributed something to our national strength and wealth. This vast country has been built up and developed by the aggregate of local enterprise, by local men rather than by grand schemes, reaching from boundary to boundary. Local efforts make the great things possible.

We of Atlantic City are celebrating, this week, not the founding of the city, nor its precise origin, nor yet the anniversary of its birth. The city was founded by nobody, in the usual meaning of the term. The real origin cannot be traced to the germinating thought. If the city had a birth, she was the twin sister of the Camden and Atlantic Railroad.

The one enterprise of inaugurating the two allied and inter-dependent enterprises had, in that day, novelty enough to be declared an invention; and, whether or not necessity is the mother of all inventions, she was of this one.

The fifties found this part of South Jersey inhabited by a body of settlers. Most of them had lost all tradition of the coming of their ancestors. Their family traditions did run back through the period of the revolution, and they still spoke of the old public roads as the King's Highways. They were strong, original, resourceful and gifted with quite unusual powers of initiative. They were natural commanders on land and sea. They knew what to do, and when to do it, at a fire or a shipwreck. Their access to the public marts was by water, or by road across more than fifty miles of dreary, unimproved highway, and the competition of the time made something better a necessity.

Strung across a part of the State northwestward from Hammon-ton, then called Hamilton, including Weymouth, Atsion, Winslow, Waterford, Jackson and other places, were industries, largely in the control of the remarkable Richards family. These industries were pressed by the necessity for the better transportation facilities that were reaching their competitors. General Enoch A. Doughty, with an estate of fifteen thousand acres, saw the desirability of improvement, and from this common necessity, the Camden and Atlantic Railroad had birth.

The men in control of the large tracts of South Jersey land and of the industries, were strong men—great in their time and environment. Had they lived elsewhere, under different conditions, they

## Strong Men in Control.

doubtless would have furnished the world its greatest highways of commerce. It is sufficient for fame, however, that they early provided the eastern section of that unequaled system, which connects the two great oceans, and brings the Golden Gate within five days' journey from the Light Tower of Atlantic City.

The men who rose to meet the occasion for improvement saw, however, that the building of the road was not a wise venture unless it could be maintained. Hope of passenger traffic from the local population they were too wise to indulge in, and promise of sufficient freight traffic to sustain the line they could not see, and so a passenger traffic to and from a resort on the ocean, at Absecon Beach, was the only chance of success.

Whoever did most to convince capital that the establishment of such a resort here would be a successful enterprise, came nearest to being the founder of Atlantic City. All whose names you have put upon the Founders' Column deserve the honor of early identity with the city's life, and all of them were potent factors in lifting her into prominence.

Before the advent of the railroad, Absecon Beach spread out no scene of beauty to the eye. Her sand hills were intersected with great sloughs. All her resources furnished a livelihood to but a few families, and these resorted partly to the bays. The island was of limited agriculture and an indifferent pasture ground. It was described in a legal paper as "a long, narrow strip of rough land, intersected by sloughs, covered by stunted trees and coarse grasses, suited only for the abode of fowlers and fishermen."

Here stands the Atlantic City of to-day—queen of the world's resorts, beautiful bride of the sea.

Because of the difference between what was and what is, we celebrate at about the half century mark from her beginning. She was nothing then, when both shores of the Atlantic boasted resorts of universal celebrity. Now she has surpassed them all. Goddess of Rest, and Recreation, and Health, she extends a world-wide invitation to the feeble, the overtaxed and the weary, and her shores are sought almost as the fountain of youth.

The men who proposed the railroad improvement across New Jersey at this point, at first met with more ridicule than encouragement. They had a proposition that had not been made before, "to build a railroad from somewhere to nowhere." A railroad with a single terminus was not a proposition to allure capital nor inspire public confidence; but it was at length demonstrated in this case, as it since has been a thousand times, that if the "nowhere" be rightly located, it is a better terminus than "somewhere" wrongly located. In this case the business promoted exactly suited the requirements of both the terminus and the road.

The enterprise could not possibly have succeeded had not its promoters been men of strong character, great determination and of undoubted integrity. They were great men of their time and place.

Atlantic City was in no sense a speculative venture. There was no purpose to develop the island with the object of increasing values. The lands were not advertised. The single effort was to build up a business—not a town. Development was not forced out of its natural order. Lot speculation would support neither the city nor the railroad. Travel and business would support both. It was a happy circumstance that the land was largely controlled by the men who had other interests in the resort and railroad superior to their land interests. Cottages and families located here were of more concern to them than lot profit. Travel was the paramount necessity.

Travel came. The new resort prospered. It soon became, not an element, but the chief factor in the support of the railroad. The thought on which the scheme was founded was lost after awhile, and the public looked upon Atlantic City as the objective of railroad enterprise.

Fortunate indeed were the promoters, and fortunate the future city in the men resident here at the beginning, and also in those who early came to identify themselves and their lives with the new city. The Leeds family here was soon joined by such men as Lemuel Eldridge, Thomas C. Garrett, Manassa McClees, John McClees, William Neleigh, George Hayday, Michael Lawlor, Francis Quigley and others—all men of judgment, whose enthusiasm for the city never cooled, and whose integrity has never been questioned. They gave character to the new town. And these in their turn were soon fol-

## ATLANTIC CITY JUBILEE.

### Crucial Period in City's History.

lowed by men like William G. Bartlett and William M. Carter, who stimulated our progress, and later Dr. Lewis Reed, with his family. He at once became active in the city's affairs, was elected mayor and gave the public much valuable service during the remainder of his long life. Edward S. Reed, son of Dr. Lewis Reed, was an addition of value to the city's population. He was a courageous, honest, manly man—a real influence for the good in the city's society and business. He was for a long time both city clerk and city surveyor and made a model officer. But the man, not the official, is remembered, and that memory is cherished by every one who knew him.

Of these early settlers some still live. Some of the early families passed from the city, but among the children of the residents of the first period are many who have been and are strong factors in the city's development, and who strengthen our hope for the future.

The early days were not all sunny. Both the railroad and the city had a struggle for life. There were periods of anxiety and doubt. The sigh of autumn winds did not always find the anticipations of spring realized. Money for interest was not always on hand; but there was substantial growth. Each season found new improvements and new accommodations. Each year gave new inspiration to our faith in the future.

Just as it appeared that the city was out of clouds of doubt into the light of assured success, the Civil War cast its blighting shadow over the land. People ceased to think of pleasure, plan recreation or the recuperation of health. During the war improvement was not marked. Those who went away in '61 and returned in '65 found the landscape little changed. New landmarks did not confuse the sense of location. The picture that memory had kept was still quite accurate.

The determining epoch and perhaps the crisis in the life of Atlantic City came in the decade following the Civil War. Then she was to stand still or grow, achieve success or meet failure. Railroad-building was to receive an impetus. The sea would be reached at many points. New resorts would arise. Some one must lead, some one lag behind. Should Atlantic City rise to the occasion, or lose the opportunity?

The world now knows that she met the conditions, seized and made that decade one of triumph. The problem was settled then for many years. We have since ridden upon a tide at its flood.

In that crucial decade, everything depended upon the men then in command and responsible in railroad affairs, in city affairs, and in our means of accommodation. In all these we were fortunate. In discoursing of Atlantic City it has become fashionable to treat the people of this day as superior, and to forget or ignore the men of the crucial time. People seem inclined to look upon that period as one through which Atlantic City, like Topsy, "just growed"; that no management was necessary; that there was no strong hand here whose services were required. There could not be a greater mistake. A new generation, too, to a large extent, had come upon the field in Atlantic City, but we must not underrate the old element. It would be hard indeed to go anywhere now among all the people you know, and to pick out one of better and sounder civic judgment, of a better conception of the requirements of Atlantic City, of a better conception of what Atlantic City would be if she had an opportunity, a cooler judgment in council, or a greater determination in execution than was found in one of the inhabitants here before the railroad came here—to-day, somewhere in the city, alive, thank God—her first mayor, Chalkley S. Leeds. Here were Lemuel Eldridge and Robert T. Eward and Thomas C. Garrett, whom I have mentioned, and among the kids who did pretty well were Lewis Evans and Levi C. Albertson. Here were Dr. Reed and many other men of the older inhabitants of Atlantic City, designated as "those Jersey men down there," who, with clearer brain and steadier hand than were possessed by any of their critics, past or present, steered this city through that hour to success. We had Joseph A. Barstow and John B. Champion. We had Charles Evans and Joseph H. Borton and Elisha Roberts and Edwin Roberts and Samuel Hunt, and a long list of names that I can recall, who were factors in sustaining and carrying this city from that period into this epoch of success. "Those Jersey men down there?" Yes. Find their superiors, if you can!

I may, perhaps, have to restrain myself, lest I speak with some warmth upon this point, for I see a great many gentlemen of the last decade sitting in the stern of the boat, riding on the crest of

## Part Played by Physicians.

the waves, and imagining that they are the fellows who agitated the waters. They are mistaken about it; the waters had been agitated long before.

Another element which entered into the city's good fortunes in that time was the fact that the great physicians of Philadelphia and of other cities came to verify the theory of Dr. Pitney. They concluded that Absecon Beach was indeed a great health resort; that here was a place to send the invalid for recuperation, and here was the place to raise the infant, and to keep the child in robust health; and if, at some time, we have another celebration, and we erect another Founders' Column, I shall propose, if then here, that on that column there be inscribed the names of the eminent physicians who were at least the third, if not the second, great factor in Atlantic City.

There is still another element that I would say a word about were it not for the presence of some very modest people. Among the many good things that have entered into the fortunes of the city—and Providence seems to have been especially kind to her, and always at the right time—these physicians found here local physicians, quite competent to take charge of their patients of all grades, whether they had plain rheumatism or the gout, or diseases more serious. The presence of these greatly strengthened the attraction of Atlantic City, and the eminent practitioner who recommended the resort knew that at this end of the line was a physician as competent as himself. Were he not present I should say that foremost among them was Dr. Thomas K. Reed.

Well, the elements combining, such was the result of the passing of Atlantic City through that period of her career that the gentlemen who built the first railroad looked calmly over the situation in the light of long experience, and concluded wisely, as before, that there was really a better opportunity for a second than there had been for the first. They were to a large extent the same men who founded the original project. The burden of years had been added to them, but the weight of time had not daunted their energies nor shaken their faith, and to conclude was to execute. So the narrow gauge railroad was the result, and that has had the same good fortune enjoyed by all things pertaining to the magnificent resort. It has grown and expanded and improved until it is now the great Atlantic City Railroad, scarcely surpassed among the railroads of the country. With that came the greater wave of prosperity; but such was the result of this venture that business men concluded that there was opportunity for a third railroad, and it came, and is here. There is no place in the world with better railroad facilities than the city of Atlantic City. She began as a necessary incident in the life of a single railroad. To-day three great railroads are necessary incidents to the life of the city. The old Camden and Atlantic, in control of the Pennsylvania Railroad, has no superior among the railroads of the world.

There is a something always present in the people of Atlantic City in greater measure than I have ever seen in the people of any other place. There is an intuition deeper than our reason. Somebody has said "there is a philosophy deeper than our intellect," and somehow the people identified with this city have always felt and have acted upon that feeling, as a belief, that there was yet a greater future before the city. We have had the advantage, at all times, of a population wholly united in thought, the belief that as Atlantic City was still progressing, she would progress, and that here was the place to expend their energies and here was the field for their effort. It used to be said that the boy of Nantucket had such an imperishable local patriotism, that, no matter where on the face of the earth his lot was cast, when some morning he concluded that the years had brought him the need of a wife, he would go plumb back to Nantucket to get her. The Atlantic City young man, wherever he may have wandered, whatever may have been his circumstances, whatever his outlook, whenever on some morning he found that fortune had brought him the need of an investment, he has come plumb back to Atlantic City to make it. And this has been no slight element in the city's success. Local patriotism, faith in your city, begets fidelity, and fidelity to the public interests will build up a prosperous community anywhere.

Atlantic City has been singularly free—I am not speaking of to-day or yesterday—from speculation and speculative ventures. People who have come here, who early bought the land here, who identified themselves with the life of the city, cast in their lot with the lot

## ATLANTIC CITY JUBILEE.

### Healthy Growth of the City.

of the town. If one should succeed, the other succeeded, and if one should fail, both failed—a hopeful casting of life and lot with the fortunes of the city rarely seen anywhere. Our early proprietors, the proprietors through all the period of struggles that I have named, were never, in any sense, adventurers or experimenters. They came here, they bought their properties, they were the owners of their hotels. Their life—that is, the results of their life—were staked on the prosperity of the city. William Neleigh built almost the first hotel here to accommodate seven hundred guests. Garrett owned Congress Hall. Evans and Haines bought the Seaside. Joseph H. Borton owned the Dennis. The two Roberts owned the Chalfonte and the Shelburne, respectively. Men did not come here as tenants. They did not come here to make temporary experiments; but somehow or other, with a faith having no precedent that I know of, they came here and welded their lives with the life of the Atlantic, and from this source, to a large extent, came the interests that begot the fidelity to the town which has had so much to do in building it into the magnificent success of to-day.

A half century is not long in the history of the world, but a half century is a long period of time to cut out of the history of even this grand republic of ours. There is here no growth of a day, no mushroom experiment. Nothing has come with a rush. Five long decades have dragged over the life of Atlantic City. It is a growth and not an exploit. Therein lies the strength. In that early day, experiments had to be resorted to which nobody desired, because they were necessary to life. When the cheap excursion had to come, when questions about who came on them could not be raised, when the moonlight excursion had to come in September, after the guests generally were gone, when other desperate expedients to raise the cash to keep the engines and cars running over the rails, and the people in Atlantic City from default, were being tried, all deplored it, the railroad company not less than others. But looking back upon it to-day, it appears to me, after all, to be one of the elements of strength. It is a part of the struggle, the warp and woof of which, woven into the fabric, completes the gold cloth. I would like to emphasize—and I would like to do it in more fitting words, eloquent words, if I were capable—the difference to-day between Atlantic City and many other health resorts in that very particular; that in its origin it was nobody's exploit and nobody's development. Its early life was one of hard business necessity to the general enterprise of railroad communication across South Jersey. It is half a century old, but of steady growth. Like the great industries, the great transportation lines, as a rule, it is one of healthy, business-like growth, from a small beginning and not a mushroom exploit. There is not to-day and never has been in it one iota of the characteristics of the puff-ball.

In my judgment, during this half century Atlantic City has but been in the vestibule of the temple which she is about to enter. This Golden Jubilee is but the gateway to the golden period that is to come, and nobody on the face of God's earth can prevent or mar it but the people of Atlantic City themselves. The generation that was with the origin of the city has passed away. That glorious set of people—glorious in the history of the city—who lived and struggled and succeeded with it from the war to the advent of our second and third railroad, is passing. Some have already gone. The others are no longer youthful. In a little while the fruits of the struggle and the efforts of the founders and of all those who succeeded them, will be left to other hands and other minds—men who came when the wave of prosperity had already set in, either from elsewhere or were born here; men who have never touched the quick of the city's early poverty and struggle; men who have had no personal experience of the trying time of the decade upon which I have dwelt, but who will receive the city as it will be, beyond the gate of the Golden Jubilee. Upon them will devolve the responsibility of so conducting its affairs that in the next half century, year by year, or decade by decade, it shall improve in arithmetical progression as much as it has in the last decade. No great wisdom, in my judgment, will be needed. That same fidelity to the city's interests; that same general integrity, public and private; that same faith in the future; that same stern opposition to whatever is against the public welfare of the city; that same opposition to all things of the mushroom and puff-ball character; that same adherence to the principles and the things which are permanent and progressive, will build up here a city which, at the close of the next half century, will be as much beyond our wildest dreams of

## HESTON'S ANNALS.

### Gardner's Good Advice.

to-day as is this city, whose Semi-Centennial we are celebrating, in advance of the Atlantic City which the great Browning described in 1854 as "a strip of intermediate sand dunes and sloughs."

Now, if we have a patriotic prayer to utter, let it be that those responsible for the interests of Atlantic City in the future shall show at least equal fidelity with those who were to a degree responsible for its welfare in its then future from 1852 to, say, 1876. Here were men, different from those who have been described by the writer of to-day. Scholars? perhaps not. They may never have worried about whether Mars was inhabited or when communication with that planet might be established; but for clear conception of the things necessary to a future resort like Atlantic City, they were unsurpassed by the people anywhere. Opposition never developed with the original population of Atlantic City to the earlier efforts for the opening of streets and the grading of lots and the stopping of trespasses by man or beast, and the protection of property in the winter, when the non-resident was away, by an adequate payment of taxes. In progressive spirit and perception they were never behind.

Now, between what was and what is there is certainly much to celebrate. Certain it must be that the people of the town are at least justified in the exhibition of pride which they make to the world in this week; but it will not signify the termination of anything. It will not signify the end of any period in the history of Atlantic City. It will mean the abatement of nobody's energies. It will mean no relaxation of faith, nor of hope, nor of effort.

My faith is that the city will move on, and in the by and by, when other great watering-places have arisen along the New Jersey coast, that pathetic story in which the old lady is made to look out over the sea and sniff the fresh air and say, "Thank God, there is something that there is enough of," will not be forcible in application, if we apply it to the facilities for enjoyment of the ocean and the ocean air. When those places shall have developed, copying after Atlantic City, as they all do, some of them possibly arising to equal magnificence and to a degree of prosperity equal to our present, and celebrate their origin as we do ours now, with a pride perhaps as just, Atlantic City will then be as much beyond them as she is at this hour beyond the barren beach.

Father Fedigan was called upon quite unexpectedly by the presiding officer, Mayor Stoy, but his remarks were apropos of the occasion. He said:

#### IMPROMPTU REMARKS OF FATHER FEDIGAN.

It is not fair that his honor, the mayor, should ask me to address you without giving me previous notice; but I forgive him, and you will pardon me if, without studied style and measured words, I express the sentiments of my heart and say, I am glad to be with you to-day.

Yes, this city has grown, as no other throughout the "States," in the past fifty years, and if we had only known then what we see to-day, would we be content with an honest day's pay? Oh, no; we would all be millionaires, and perhaps less happy.

I wish I had time to give expression to the thoughts that come to mind as I think of the eighteen years I spent on these sands, then so barren, now so valuable. I well remember when we had no Boardwalk—no, nor a board to walk on, but just the sand, and just the mud mixed with it for mortar.

I remember when in winter, looking up Atlantic avenue, you could not see a soul moving up or down, and if you crossed it, you were in no danger of being run over by a trolley car. Hotels, stores, churches—yes, we had a few, but so poor they would not do to-day for me or you.

On this subject of churches I could indeed dwell, and tell of the times when we had plenty and oftener when we were in need, but time will not permit. I must not omit to state how pleasant it was to see the good will towards each other that existed among the clergy and their people; also to see how each allowed the other to mind his own business and pray in his own way.

I liked this, I say, because when you are sure that you have the genuine article necessary for salvation and know how to prescribe it for the poor hungry sinner, what more do you want than a chance to do so, and save him and yourself, too? In conclusion,



**Jubilee Floral Parade on Boardwalk.**  
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## ATLANTIC CITY JUBILEE.

**Semi-Centennial Banquet.** I would remind all here present, especially those who have made Atlantic City what it is, to remember that religion must go hand in hand with material progress, and besides the mansions here below, we must build one beyond the skies, wherein we shall abide forever. Dr. Tom Reed said to me that he would be content to stay outside if he could see all the others go inside the narrow gate. Well, let him, and take his own medicine, but I say, all hail the day when all will be on the right way, and that the road to heaven. God bless you!

\* \* \*

On the evening of the first day of the celebration, June 15th, a subscription banquet was given at the Hotel Windsor, attended by 326 gentlemen, many of them invited guests from Philadelphia and other parts of New Jersey. At this banquet special souvenir plates were presented to each gentleman, prepared from a design drawn by Walter McDougall, a well known sketch artist. The spacious dining room of the hotel was beautifully decorated with flowers and myriads of electric lights, and presented a picture rarely equaled in a banqueting room anywhere in this country. These decorations reflected the taste and liberality of the Windsor's proprietor, Mr. G. Jason Waters. Judge Allen B. Endicott was toastmaster at this memorable banquet and toasts were responded to by Hon. Charles Emory Smith, of Philadelphia; Senator John Kean, of New Jersey; Hon. Edward C. Stokes, Mayor John Weaver, of Philadelphia; Congressman John J. Gardner and Walter E. Edge.

The directors, in arranging for the various attractions for the jubilee, also decided that some attention should be given to the evenings, and they contracted with a well known firm in New York for a pyrotechnic display. This firm produced the spectacular exhibition known as the "Last Days of Pompeii" for three nights, beginning on the 16th, on the beach between North Carolina and Tennessee avenues.

A marine parade was held on Thursday, June 16th, in front of the city, participated in by the Atlantic City Yacht Club, the Ventnor Yacht Club, the Philadelphia Yacht Club, the Corinthian Yacht Club, of Philadelphia, and yachts from various other cities. Directed by Louis Kuehnle, commodore of the Atlantic City Yacht Club, the pageant of gaily decorated yachts passed at a safe distance from the Inlet shore, yet close enough to be in full view of the thousands of people on the Boardwalk and strand. Owing to the rough sea, the smaller craft could not pass the bar and the route of the parade was shortened. Following the parade and hovering around the course, like so many sea fowl, were scores of launches and smaller sail boats, making a scene that will long linger in the minds of those who witnessed this parade.

The floral parade, on Friday, was one of the prettiest and most attractive features of the celebration. Nearly one hundred chairs, beautifully decorated with flowers, were in the parade and prizes were awarded for the best decorated chairs. Covered with flowers of all kinds, from field daisies to American beauty roses, with ribbons to blend with the flowers, the line of rolling chairs was a moving picture of rare beauty. Proceeding down the Boardwalk, from the lighthouse to Florida avenue, the parade countermarched up the Boardwalk, and was reviewed by the judges in front of the Steel Pier.

The civic and military parade occurred on Saturday, the last day of the jubilee. Besides local organizations and societies, the Third Regiment, National Guard of New Jersey, observed their annual



field day in Atlantic City, and took part in the parade. Colonel Lewis T. Bryant was chief marshal and his aids were Judge Robert H. Ingersoll, G. Jason Waters, J. Haines Lippincott, Emery D. Irelan, Samuel Kirby, John A. Manz, Herman G. Mulock and Samuel E. Perry. The jubilee directors headed the parade, marshaled by Chairman Charles Evans.

An interesting feature of this parade was a barouche drawn by four horses, containing Chalkley S. Leeds and Franklin P. Stoy, the first and last mayors of Atlantic City. Other carriages contained Henry M. Snyder and Robert C. Pyle, who were passengers on the first public train to Atlantic City on July 4, 1854; R. Barclay Leeds and Robert N. Ireland, the first and second oldest living natives of the island, and George Farish, who was employed by Engineer Osborne, as a superintendent of construction, when the railroad was built in 1854. Mr. Farish, hale and hearty at the age of eighty, now makes his home with his son, James Farish, at Linwood. It was intended to have in another carriage the first conductor and first baggage master, James M. Pettit and Joseph Pallen, of Philadelphia, but both of these old gentlemen were detained by illness. Another old timer, detained in Philadelphia, was a gentleman who visited Absecon Beach with a party of friends in August, 1843, and wrote, in Pickwickian style, a journal of their ten days' outing. It is interesting, because it gives us an insight into the old-time way of "roughing it" at the seashore before the days of Atlantic City. The leaves of this journal are yellow with age, and

## ATLANTIC CITY JUBILEE.

**Shoreward in** on the first page is inscribed, in neat chirography, this title: "Journal of a Route to Absecom Beach and of Passing Events." The diarist says:

**Oyster Wagons.**

### OLD TIMERS' VISIT TO OLD EGG HARBOR.

At about half past four o'clock on the morning of Tuesday, August 8, 1843, our party crossed the Delaware from Philadelphia to Camden. Here we were subjected to an unnecessary delay, owing to the slow motion of those whom we had engaged to convey us across New Jersey. We breakfasted and left Camden at seven, in oyster wagons. This was a new mode of travelling to us, but the novelty of a jaunt in such conveyances gave us a pleasure; indeed, it was the cause of our choosing it. The bones of our horses, to be sure, were rather scarce of flesh, but that is by no means considered a falling along shore, and when one of us intimated their inability to fulfil their masters' contract, the drivers seemed indignant, and assured us most emphatically that they were "the toughest nags and the fastest critters in their parts!" The sand roads were tolerable—made so by the late heavy rains. At half past nine o'clock we arrived at the White Horse, a town consisting of three dwellings, a blacksmith and wheelwright shop, and one tavern! I suppose the scarcity of taverns in this place is attributable either to the scarcity of money or the advance of the temperance cause—perhaps both. There were seated on the stoop of this hotel only five or six persons, discussing their neighbors' affairs. After we had left the place, and had ridden about an hour, we stopped to refresh ourselves with a draught from a brook of clear water. We had provided ourselves with leather cups for such occasions, and I offered mine to the driver, an oysterman. He took it, but his quizzical look showed that he rather doubted its use. He examined it very closely all over, opened it, looked into it very minutely, held it up between himself and the sun, in order to look through it, applied the strength of his nostrils to the inside, shook his head and looked at me very inquiringly. Our risibles, of course, were a little excited by his actions. He thought he was hoaxed. "Well, now," said he, "what is this 'ere thing? You're foolin' me, ain't you?" "Not at all," said I, "but I should have explained when I handed it to you that I was in something of a hurry this morning, I started and having forgotten to provide a cup, I pulled my wife's slipper from her foot, took out my knife and cut the toe off, and brought it along to drink out of; and, as you see, it makes a very neat affair." This settled him; he threw it on the ground, and with an oath declared he would not drink out of any woman's shoe. About 11 o'clock we drove up to the hotel door of Long-a-Coming. This town seemed very appropriately designated, for owing to the heat and sandy roads, we were long a coming the distance of fifteen miles. This is quite a neat little village. The buildings are scattered over about one-half mile of ground, some being very neat, with three or four stores, two taverns, etc. Nothing of interest occurred after leaving this place, until we had travelled two or three miles along a sandy road through the pines, when suddenly we broke out of the woods into a highly cultivated space, tastefully adorned with shrubbery and trees, amidst which was erected an elegant mansion. Of course, the attention of all was immediately attracted. One cried, "See, there are ladies!" No sooner was this exclamation made, than all, having caught sight of them, as with one voice, joined in the shout of "Yes, ladies, and from the city, too!" One of the company (Mr. Pastorius) could not be restrained. Out he jumped, carrying with him, in his haste, an old torn and tattered quilt which had buttoned itself to him. It threw him down, but nothing daunted, he scampered away at a neck-or-nothing rate, crying at the top of his lungs, "I know them! I know them!" and soon he was affectionately embracing two lovely ladies. My eyes! but it was a beautiful sight to us, and so very unexpected, too. Only think, in the midst of the dreary pines to come suddenly on such a spot. There was a beautiful lawn stretched out before us, and an elegantly finished and imposing mansion, with two ladies from the city, richly and fashionably attired, reclining against one of the noble columns which supported the massive covering of the ample portico; and one of our company had the high honor and delightful satisfaction of their acquaintance! Why, it was enough to throw us into ecstasies. How we sighed! Oh, for an introduction!

## HESTON'S ANNALS.

**Mrs. Leeds For-** But cruel time pressed and that privilege  
**bids Dancing.** was denied us. At three o'clock we came to  
the extensive town of Spring Garden. I  
might have ascertained the number of its in-  
habitants had I taken the trouble to count the

inmates of the hotel, for of this house alone the town consisted. Here we fared on a sumptuous dinner, the principal dish, as is generally the case in such places, being ham and eggs. We left there during heavy showers, which promised to last all night, and passed Hamilton Glass Works. We stopped at 8 o'clock at a tavern called the Sailor Boy, fed and started for an all night jaunt. The showers which had poured at intervals all the afternoon now changed to a steady storm from the northeast, but the wagons being filled with hay, we snoozed it off during the night quite comfortably.

We arrived about daylight at the shore, on Tuesday, August 9. Here our party separated and breakfasted at the houses of two of the oystermen. While at breakfast, one of our company observed the mother of two or three small children call them to her to receive their regular morning bitters, and to one, not more than four years of age, she gave enough of raw whiskey to have intoxicated my informant. I was astonished, and what seemed to heighten the criminality of such a scene, was the fact that it was the mother who administered the ruin.

At this house part of our company had the extreme satisfaction of breaking their fast on a piece of fine fat pork, which the oysterman had used for a pillow the previous night. When they learned this they laughed, smacked their lips, and concluded it was delicious. We started at 7 o'clock to cross the bay to the beach, in the sloop "Henry Clay," a dirty little craft, having for our accommodation a cabin not exceeding 4 by 6 feet. The boatman gave us to understand that it would take a very short time to cross, as it was only three or four miles. We found, however, taking into consideration the great number of creeks, and the meandering course of each one, through which we were compelled to sail after the bay was crossed, that the distance must be 12 or 15 miles; for, although we had very little tacking to do, we were from 7 until half past 10 getting to our quarters. We arrived and put up at Andrew Leeds', well soaked, and were shown into a room 10 by 12 feet, more or less, and only four of us were to occupy it! Justice to Andrew, however, compels me to say that his house being already full of boarders, he did not wish to take us, as he could not accommodate us as he would like to; but some of us would have found a watery grave on terra firma had we left at that time to seek another place. The wind and storm from the northeast had made the sail too pleasant (!) to be repeated. It poured upon us almost incessantly as if the very dam of heaven had broken away, and we, poor souls, were deluged in its flood. The day continued stormy, and we had very little disposition to do anything except talk, eat and sleep.

Thursday, August 10th, was a duplicate of the day before. The storm continued unabated. The day was spent as best we could, in dominoes, draughts, chess, whist, etc. We retired early to our room. The wind, although it stormed as hard as ever, had veered round to the north a little, and there was a probability of good weather in the morning. The anticipation raised our spirits a little, and we banded jokes and puns until Morpheus carried us into the land of dreams.

On Friday, August 11th, we looked out early. The sun was actually about to show his radiant countenance again, and he looked more resplendent, perhaps, from having been enveloped in such a long season of gloom. There were many clouds flying, but the wind had shifted to northwest, and we felt sure of a good day. The breakfast was taken with a better relish, higher spirits, livelier conversation and happier faces; which, indeed, was greatly needed, for had we any more than cast glances into our cups, the long, sour faces we wore would certainly have curdled the cream in our coffee. Breakfast over, we made preparation for fishing. Of course, we expected great sport, and about 10 o'clock we started for the fishing place. The sail was tolerable. Unfortunately for the party, there was one person among the number whose presence on such an occasion was a sure precursor of bad luck to all. It turned out so. Only two fish were caught by the whole party of fourteen or fifteen persons. We endured this excruciating enjoyment with the utmost meekness and Christian patience for two or three hours and then returned home to dinner. After dinner we took a stroll along the beach, tumbled and played among the breakers in the surf a while, and made our

## ATLANTIC CITY JUBILEE.

### Mosquitoes by the Billions.

appearance at the house again. After tea we formed a cotillon, thinking to amuse ourselves awhile, but more for the purpose of ridding ourselves of those consoling insects, the mosquitoes. But we had not danced long before we were requested by the lady of the house to discontinue. And why not? Her reasons for so doing were very obvious and irresistible. It was singular that we were so inconsiderate as not to have thought of them before. In the first place, her neighbors might be disturbed, and they would complain. Now, this was very reasonable, for her nearest neighbor kept a regular tavern where dancing, after the real break-down fashion, might be conducted whenever a sufficient number of persons collected, and his house was as near as one and a half miles. Besides, there were as many as three dwellings on the island, which was several miles in extent. In the second place, she did not think it a very moral recreation. Her sons and daughters were still in their natural, unsophisticated state. Their feet had scarcely ever trodden off their own pure, sacred sand, although they were all young men and women grown. She was afraid they might be corrupted and learn bad habits. These arguments were so very plausible that it was utterly impossible for us to do otherwise than submit. Indeed, we were struck with astonishment and admiration at the wonderful degree of sagacity, discretion and judgment she displayed on the occasion and the tender manner in which she guarded against any encroachments upon the morals and manners of the promising offspring she had born, bred and brought up! As usual, we retired early to rest.

Saturday, August 12th, was a beautiful morning, and it promised to be a warm day. One of our party tested the strength of a new gun. He charged it six times, tied it to a post, fired—and shattered it to pieces. This day we thought of gunning, but having learned that game was very scarce and wild, we concluded it was useless. After breakfast we took a walk along the coast, paid a visit to the nearest neighbor, strolled back again to our bathing place, had a beautiful bath, and returned home to dinner. Dinner over, we held a council relative to changing our quarters. The mosquitoes, since the rains, had increased to an alarming number; and now those greatest of all pests to the animal creation along shore came about us in myriads. We could endure them no longer, and the inhabitants gave us the comforting information that "in two or three days there will be ten where there is one now." Accordingly, a meeting was called, but before the chairman took his seat, it was occupied by a few dozen fat, long-billed fellows, in defiance of our proceedings. We thought this impudence rather cool, but found it warm enough when we disturbed them. We proceeded to business. When the vote was taken there was but one dissenting voice, and he was immediately brought to his senses by a fresh and vigorous attack under the ears and eyes by a few of these comforters. It was then decided unanimously that we would leave the next morning. We went to our bath, returned, and the remainder of the day was spent in preparation for removal. After tea those flying musicians were more than ever vigorous. Their concert this evening was very interesting, but theirs, like all other music, sounds sweetest at a distance. They had their pipes pitched to a sharp key, and their notes penetrated to a very affecting depth. What their ballad was we could comprehend, for we thought we could distinctly hear the words, "Blood! Blood!" So long as we could enjoy their swelling cadence at a distance, we thought it was rich, but when they came the short jerks under our ears, it produced a shocking discord. They presented their bills; we protested they were too long; they were clamorous, and dunned us with as much tenacity as if they were privileged to collect the very debt of nature. We retreated to our rooms. The nets had been at the window all day, but before we undertook to sleep we killed forty-eight of them.

Sunday, August 13, was really a splendid morning. The sun rose clear, bright, brilliant, beautiful, with not a cloud to intercept his rays. The atmosphere was pure and balmy; the earth, air, sky and water were redolent of beauty. Breakfast finished, the spy glass was soon throwing our sight across the bay in search of the vessel we had engaged to carry us to our new quarters. She was descried coming, but the breeze was faint, and she made slow progress. "Bustle about, boys, be ready; pay up." When we came to take our leave two or three of the young men had hard work to leave a couple of young ladies in the house, in whom they manifested a

## Case of Mistaken Identity.

very deep interest. I, being an old man,\* had to take upon myself the task of drawing them off. "Come lads, leave off; it must be done; you will see each other again. The boat is waiting, time is fleeting, the tide is falling," and so by hard pressing I succeeded in getting them on board; but, poor fellows, it was some time ere their spirits assumed their wonted elasticity. All aboard, but no wind! We poled it only a short time, however, when a stiff breeze sprung up from the southeast, and now we sailed as fine as any reasonable heart could wish. We arrived in good season at Bakersville, Great Egg Harbor, and dined on the best dishes we had sat down to since we left home. After dinner we took a ride to a Millerite camp meeting. We listened to a confounded ignorant preacher. He was very egotistical. We didn't know his name and didn't want to. He was an Eastern man. We went again in the evening, and the same man preached. Here I was mistaken for another person. I had not been long on the ground before a young man came up to me, and grasping my hand very familiarly, said, "Well, Bill, how are you? Look here, my dear fellow, I've got something to tell you. I've picked out a very neat little wife from up country for you, and—"

"My dear sir, I—I beg pardon, but there must be some mistake; I have a wife at—"

"Ha, ha, ha! I like that; that's Bill right over. It's quite likely you've got a dozen, but come along; I want to introduce you to this one; she's—"

"It is quite possible, sir, you have mistaken me for—"

"There it is again; no doubt of it—rather expect—yes, old chicken, you're too late this time. Look, Jim, here's Bill at his old tricks again. He wants to make me believe he ain't himself; done me that way once, but, by jinks, he can't come it this time—ha, ha, he, he!"

This brought me four or five of my—or rather Bill's—most particular friends. They shook me heartily by the hand and were very glad to see me. They didn't expect to see me on the ground to-night. They talked very fast, each one poking a good natured question or sally at me, and expecting that I fully understood their import.

"Well, Bill, how's Sally?" "Seen Mary since the apple cuttin'?" "Where's old Risley's daughter now?" "Beaston's Suz was askin' 'bout you 'tother night!'" "Hackney's gal's well." "Been to old Josey's lately?" and they were so good humored, talked so fast, and seemed to take such an interest in my welfare, that all I could do was to look first at one and then at another speaker, and all the while grin like a good natured monkey. At first I felt a little indignant; then again, was half inclined to carry the joke a little farther, but being ignorant of Bill's character, I thought it proper to break the charm. Upon inquiry I ascertained that I was mistaken for a young blood from a neighboring village, William Richards, of good character. His lively disposition had made him a great favorite among the young bucks; and he was, moreover, a great ladies' man. About 10 o'clock we returned and retired.

On Monday, August 14th, we arose early. A good breakfast finished, we pitched a few games of quoits—the only magistrate of the place keeping game for us, which we looked upon as an honor. At about half past 8, we started in the little sloop "Pocahontas," Daniel Baker, master; sailed down Risley's channel to the ocean inlet, and took a very pleasant bath. Then we sailed up Great Egg Harbor River, ran through Rainbow Thoroughfare and again into Great Egg Harbor River. We arrived at Beasley's Point, staid here long enough to take a little exercise at ten pins, and then returned to Bakersville by the same route, in time for tea. A good table was ready for us, and our appetites enabled us to clear the dishes in a shorter time than usual. This was really a very delightful sail. There were fine breezes and favorable tides going and returning. The little sloop was a clean, tidy, comfortable and fast sailing vessel. To use the shore phrase, she was "the crack boat in these parts." The captain, too, was a good natured, good hearted, good looking and an accommodating man.

Tuesday, August 15th, was another fine morning. Breakfast over, we had our round at quoits. Then we sailed in our fast boat to the surf, had a delightful bath, and returned in time for dinner. After

\*He was then twenty-six years old and is still living in Philadelphia, at the age of eighty seven the only one left of the party of fifteen who visited this beach in the summer of 1843.

## ATLANTIC CITY JUBILEE.

### Departure from Bakersville.

dinner, we sailed again down the channel, and when near the sea anchored to give all hands an opportunity of fishing. It was not very good fishing, though there was a good mess caught. To me it was a day long to be remembered. I would not dare to have anticipated such success. I was favored beyond measure, and could scarcely contain myself. I had the most delightful and very extraordinary satisfaction of hooking and hauling to the top of the water, and actually succeeded in getting into the boat, one fish! That is not all, though. I had afterwards a nibble, then a most glorious bite. I commenced hauling; the company saw me and began to shout; I was ecstatic; my foot slipped; down I came upon deck, and away went the fish. Alas, thought I, how very uncertain are all things in this life. But perhaps it resulted best. I would have been too much elated. One fish, and almost another was quite enough for me in one day. We started early, but owing to light winds and considerable tacking, did not get home until some time after sunset. It was not long after tea when we went to bed.

On Wednesday, August 16th, not a cloud was to be seen. Several as beautiful days had been given us. Not a drop of water nor one rude wind had intruded to mar our pleasure. These favors, together with the bettering of ourselves by our change of location, being no longer troubled with mosquitoes, and having better living, we were fully compensated for the dreary waste of time at our first quarters. Fast broken, we took our usual exercise at quoits. Then we sailed, with an excellent wind and tide, for the ocean. We had a splendid ride over the breakers, and soon our little vessel was bounding over the billows of the great deep. The sea was not very high, but sufficiently so to make it an interesting change from our usual bay sailing. We returned from sea in time to take a bath, which to-day was the best we had had, the surf running high and regular. We came home with keen appetites and sat down to an excellent dinner. The afternoon was spent gunning, fishing, oystering, etc. My luck in fishing had not changed. Marvelous as it may appear, I absolutely caught six fish, and was in such a state of excitement from success that while baiting my hooks again I seized a valuable oyster knife belonging to a friend and threw it overboard, mistaking it for a shell from which I had taken bait. The sun set and we came home. We supped, retired and slept soundly.

On Thursday, August 17th, we arose about four o'clock and saw a clear sky. We started for the meadows, shot a few marsh hens, returned and breakfasted. The quoits were next in order. Then we started for the fishing grounds and anchored amidst a fleet of twenty-four fishing boats, stretched from shore to shore, completely intercepting the fish in their course up and down the river. How is it possible, thought I, for the fish to escape so many hooks? And yet they did escape or else there were very few running there, if we may judge from the ill success of our party (and ours was the largest there), for we caught only three fish. We weighed anchor and sailed for that which interested us most at that time of the day—our dinner. It is astonishing with what rapacious appetites we always sat down to our meals. On our way to dinner, Mr. Dickerson could hardly be kept from the three fish we had caught. Mr. Warnock's foot, as he lay upon the deck (for we tumbled about anywhere), came very near his head. Mr. D. warned him: "The very close proximity of your foot to my teeth might endanger your limb. There is no telling, for if I should be taken with one of those sudden jerks of the jaw which my appetite sometimes occasions, your foot would be but a poor safeguard." "Thank you," said Warnock, drawing away his foot. "I am glad to see, however, that your generosity exceeds your hunger, at all events." After we had amused ourselves with a few games of rounce, we sailed again under a very stiff breeze to the surf, and had a pleasant bath. We returned about sunset. Tea over, an hour was spent in pleasant chat, when we sought and found repose in our beds.

On Friday morning, August 18th, at 4 o'clock, one of our party started for home. Time began to lag, and we were becoming anxious to see our homes again. The old routine of amusements began to get stale. Part of the company went sailing; the rest staid at home and indulged in idleness. The afternoon was spent in preparation for an early start home in the morning.

On Saturday, August 19th, we took our departure from Bakersville about 3 o'clock A. M., going by private conveyance to Mayslanding. This is the county town of Atlantic. We spent an hour at



## Reflections of the Diarist.

the games of knife and fork, shovel board and ten pins, and left about half past seven by stages. Every open space in the pines of New Jersey is a town. We passed en route Emmelsville, a place containing two taverns and three dwellings. At Weymouth there is a defunct iron foundry, which did formerly a good business. The present proprietor, however, wishing to attend to other business, is letting it go to ruin. Pennypot or Smashed Hat is really a very funny name, but not more so than the appearance of the town. What the first title means I could not guess, but it is easy to conjecture how the latter originated. The hotel has never been known to average more than one pane of glass to each sash, the rest being substituted by pieces of boards and slabs, some of which had once been whitewashed, others were of a beautiful blueish gray. Storm, Time & Co. were the painters. In two or three of the most conspicuous sashes were stuck something black, which the stage driver pronounced to be old hats, the whole giving to the hotel a singularly beautiful and variegated appearance. Winslow is the prettiest little town we have seen since we left home. It consists of something like forty or fifty dwellings, with stores, etc. It is a very nice, thrifty looking place. Houses and fences are all white and regularly built. In this place is an extensive glass factory, giving employment to nearly all its inhabitants. The most remarkable feature of the town is, there is no tavern in it. Probably from this fact may be attributed its tidy, thrifty appearance; the clean persons and smiling countenances of its adult inhabitants; the healthy condition and the happy, laughing faces of their children. It is the only town I have ever seen that had no tavern. Blue Anchor is a small place. Tansborough has eight or ten houses, a Baptist church and a tavern. At Long-a-Coming we stopped about half past two and took dinner. Here's Greenland. With this name is generally associated ideas of icebergs and snow-capped mountains, and it sounds odd enough in a spot where the thermometer ranges about 90, and the perspiration is rolling off us in great drops. We arrived at Camden about half past 5 o'clock, crossed the ferry and got home for tea. Thus ended our excursion to the shore.



## TWENTY YEARS AFTER.

1863, August 8.—This day concludes the twentieth year since the events hastily recorded in the preceding journal. Twenty years! During that time what wonderful events in the world's history have transpired. A retrospection fills a reflective mind with awe. Yonder boundless ocean wears the same face it did twenty years ago, and seems neither younger nor older. Its waters are as restless. Its surf chants the same lullaby to repose. Its pure breezes are just as grateful and invigorating to the pleasure seeker and the invalid. A part of the great blue dome of heaven rests as sublimely on its dark green surface. In the afternoon massive golden mountains in the western heavens dip their base as if bathing in its refreshing element, and in the evening the same gorgeous commingling of fire and gold and silver and purple attest the enduring compact that the temporary withdrawal of the sun will ever be attended with incomparable sublimity, magnificence and glory! In all these manifestations there seems no change, impressing the mind with the fixedness of God's purposes and the immutability of His laws! But the results of the restless spirit and genius of man, which make the world's changes and its history, are visible everywhere.

Who thought of Atlantic City twenty years ago? Where I am seated, on the piazza of a luxurious cottage, surrounded with trees and flowers, shrubbery and green sod, gravelled walks and vines climbing a tasteful enclosure, was then a repelling hill of ocean sand, with an occasional scrubby cedar struggling for existence through its inhospitable summit. Where now you behold elegant cottages, palatial hotels, elaborately ornamented grounds, churches with tall spires, broad avenues, macadamized and lined with trees, school houses, organized society, wealth, elegance, refinement, council chambers, municipality and power, twenty years ago was an uninviting, inauspicious stretch of sand hills and swamps, over which reigned a chaotic quiet that was relieved only by clouds of mosquitoes and the monotonous roar of the everlasting surf; connected with a sparse civilization on the main land by seven miles of bays, rivers, bogs, creeks and miry, spongy meadows. Art and science, divine attributes in the hands of man, breathed over it, and lo! as if by magic, a city and civilization leap into existence!



Civic Parade Passing Founders' Column.



## ATLANTIC CITY JUBILEE.

### Conclusion of the Celebration.

Twenty years ago our party rambled along this beach, unconscious of its future importance. Mr. William Warnock was one of us, and had the remark been made to him, "Before the lapse of twenty years you will erect on that spot an elegant mansion, and be surrounded with greater luxuries than you can now enjoy in the city of Philadelphia, and reach your home in two and a half hours from the second city in the union," the prediction would have been recorded as the wildest joke of the excursion.

Twenty years ago I asked Mr. Andrew Leeds, who owned a good portion of the present site of Atlantic City, how much his possessions were worth. He replied, "About \$200, I reckon!" We none of us dreamed that they would ever be suddenly swollen to the value of hundreds of thousands!

The diarist has made a third entry in his journal, under date of June 15, 1904, and says: "It is a matter of serious regret that this journal was not made of some importance as a souvenir, with the signatures of every one of the party, a number of whom became prominent and important citizens of Philadelphia. It is sad to think that I am now the only survivor."



The semi-centennial of Atlantic City closed officially on the evening of June 18th, but the electrical display on Atlantic avenue is to be continued until the middle of September, 1904. The court of honor, between South Carolina and Tennessee avenues, and the electrical features extending four blocks east and eight blocks west of the court, are to be illuminated two hours every night and for a longer time on special occasions. The total number of lamps used in this display is 9,187. The total cost of the jubilee was \$29,764.23.

As a conclusion to this chapter on the jubilee, the Annalist prints an appropriate "Jubilee Prayer," written by Dr. James North, of Atlantic City:

Almighty Father, who directs the destinies of men,

Thy love and care of fifty years vouchsafe to us again!

Smile on our work if it be good; all praise we give to Thee;

And make of this in every sense a Golden Jubilee!

Thou who hast said no house can last that's built upon the sand

Hast reared a city on the same, the fairest in the land.

Thy children's works we know, Oh, Lord, built by Thy grace alone

Will last as long on shifting sands as on enduring stone.

These monuments that we have reared are but the outward show

Of grateful feelings in the heart which Thou alone canst know.

Oh, may these hearts a temple prove, acceptable to Thee,

Thy spirits blessed arcanum, Lord, on Thy great jubilee.

Ours be the work, Thine be the praise; this offering we have planned

For Thee who holds us safely in the hollow of Thy hand.

Be with us in the years to come as in the struggling past

And be our faith in Thee, oh, Lord, enduring to the last.

Out of all this may something grow to prove of lasting good,

A clearer sense of truth and right, unselfish brotherhood;

A charity as boundless as the sea that laves our shore,

A war declared on wrong and sin till they shall be no more.

Bless Thou the dwellers of this isle and those who seek our gate,

May health and comfort bide with them and pleasure on them wait.

Safe guide them to their homes and loved, when the rejoicing's past,

And take them to Thy heavenly home to dwell with Thee at last.

Almighty Father! As we kneel! Thy blest name to adore

Our heartbeats are as waves that break upon the shelving shore.

No beating pulse, no rolling wave save by the grace of Thee,

Bought by the blood of Him who stilled the waves of Galilee.

To Thee we kneel, to Thee we pray, blessed Father, blessed Son,

And Holy Ghost, that broods o'er all, Great Trinity in one.

Now let Thy benediction fall, Thy cheering sunlight be

The seal of Thy approval of our Golden Jubilee!

## Suggestions of the Annalist.



WENTY years ago Mr. A. L. English, the founder of Atlantic City journalism, published a little volume whose concluding page was a breviary of "Advice to the City Authorities." In imitation of Mr. English, the author of these "Annals" offers, without apology, a few suggestions for the betterment of Atlantic City:

1.—The condition of Atlantic avenue, the sidewalks in many parts of the city and the alleys generally should receive more attention. Atlantic avenue should be paved, not macadamized, and City Council should speedily enter into an equitable agreement with the railroad company to meet the expense of this improvement.

2.—The sidewalks on Atlantic and every other avenue should be kept absolutely free from obstructions. Electric light, telephone and telegraph poles should be banished for all time and the wires placed under ground. No signs, boxes or obstructions of any kind should be tolerated on the sidewalks anywhere.

3.—Make Atlantic avenue more inviting—shady in summer and free from mud in winter—and visitors will be glad to leave the Boardwalk, if only for a chance to see the commercial side of Atlantic City. Storekeepers will not then complain of business drifting away from the avenue to the Boardwalk. Give the visitors a chance to see clear and clean sidewalks, give them a refuge from the sun in summer and freedom from mud in winter, and they will soon realize that the Boardwalk is not Atlantic City's only promenade. Where the people are, there will the trade be also.

4.—The ordinance against the dumping of refuse in alleys or on vacant lots should be rigidly enforced. It should be the duty of the street supervisor to see that all alleys are kept absolutely free of rubbish, and the Board of Health should not tolerate for one day a nuisance of any kind in back alley, back yard, or side lot.

5.—Waste paper should be deposited in proper receptacles on the street corners, and once a day or once a week, as may be necessary, such refuse should be taken to the crematory.

6.—Low lots everywhere, especially along the railroads, should be filled to grade and kept absolutely free from rubbish.

7.—The wires for electric lights on the Boardwalk should be placed in conduits, and the wooden poles which now disfigure the walk should be removed.

8.—The city should control absolutely the ocean front.

9.—Between the stations and the thoroughfare all railroad tracks should be elevated.

10.—The city should erect places of public comfort along the Boardwalk and pavilions at the ends of the avenues, outside the walk.

11.—The city should prohibit the charging of a fee for the privilege of sitting in a private pavilion anywhere along the Boardwalk.

12.—All sidewalks on cross avenues from the Boardwalk to Atlantic avenue should be flagged from curb to property line, excepting the space for trees.



City Hall, Atlantic City.

## Atlantic City Statistics.

Population of Atlantic City (census of 1900).....	27,838
Present population of Atlantic City, based on voters, about	36,000
Number of school children in Atlantic City, June, 1904..	5,335
Number of registered voters in Atlantic City in 1903....	8,780
Transient population during winter and summer seasons .....	25,000 to 200,000
Value of real and personal estate, as per assessment of 1903 .....	\$47,749,900
Actual value of real estate, at least.....	\$70,000,000
Water Pipes laid and in use.....	78 miles
Number of Fire Hydrants in use.....	631
Length of streets, paved and graveled.....	51 miles
“ paved streets .....	10¼ “
Number of public school houses.....	8
“ churches (white 22, colored 7).....	29
“ national banks .....	4
“ safe deposit companies.....	3
“ military companies, including Grand Army Post and Sons of Veterans.....	4
“ pieces of fire apparatus.....	40
“ horses owned by Fire Department.....	49
“ fire companies .....	14
“ police officers and patrolmen, summer.....	90
“ “ “ “ “ winter.....	72
“ life guards .....	55
“ firemen .....	140
“ arc electric lights.....	402
“ gas street lights.....	195
“ public school teachers employed.....	113
Value of school buildings and lots.....	\$515,000
Area of Atlantic City .....	3,066 acres
“ island between Atlantic City and South Atlantic City .....	1.101 “
“ South Atlantic City.....	895 “
“ Longport .....	513 “
“ entire island .....	5.575 “
Acres of Atlantic City built upon.....	792 “
“ island outside of Atlantic City built upon....	16 “
“ entire island built upon.....	808 “
Distance from Inlet to lower end of Atlantic City.....	4¼ miles.
“ “ Atlantic City to South Atlantic City.....	3¾ “
“ “ South Atlantic City to Longport.....	1½ “
“ “ Longport to lower end of beach.....	1 “
Length of entire island.....	10 “
Distance from Atlantic City to mainland.....	5½ “

## ATLANTIC CITY STATISTICS.

Length of Boardwalk, from the Inlet wharf to Jackson avenue .....	4½ miles
Erection of Boardwalk begun.....	April 24, 1896
Boardwalk dedicated to public use.....	July 8, 1896
First permanent resident of the island, Jeremiah Leeds, about .....	1795
" train to Atlantic City.....	July 1, 1854
Second railroad (narrow gauge) to Atlantic, opened.....	July 25, 1877
" changed to broad gauge by Reading. October .....	5, 1884
Double track of Reading road first used in.....	April, 1889
Third railroad to Atlantic City opened.....	June 16, 1880
First train on Pennsylvania system via Delaware River Bridge to Atlantic City.....	April 19, 1896
Newspapers in Atlantic City (3 daily and 5 weekly)....	8
Height of lighthouse.....	167 feet
Distance visible at sea.....	19 miles
Number of steps to lighthouse.....	228
Cost of lighthouse.....	\$52,187
Bricks in lighthouse tower.....	598,634
Highest curb elevation in Atlantic City above mean low water .....	13½ feet
Lowest curb elevation in Atlantic City above mean low water .....	6 "
Meadow surface in Atlantic City above mean low water..	4 "
Cost of Water Works to January 1, 1904.....	\$1,250,000
" Boardwalk to January 1, 1904.....	\$240,000

The fastest time ever made on either of the railroads to Atlantic City was on February 3, 1904. A Pennsylvania "bridge" train covered the distance between West Haddonfield and Atlantic City, fifty-three miles, in thirty-nine minutes, or at the rate of 1.36 miles per minute. The next best record is that of a train on the Reading road to Atlantic City. The record speed of this train was made on August 1, 1898, the average being 1.22 miles per minute.

In contrast with the above, it is interesting to note an instance of what was considered rapid transit twenty-five years ago. In the *Atlantic City Review* of June 21, 1879, we find an account of a special train which made the run from Camden to Atlantic City, on June 18, 1879, in eighty-two minutes. This train had been chartered by the two sons of William Cramp, the Philadelphia ship-builder, who was seriously ill in Atlantic City, and the sons desired to reach his bed with all possible speed. The *Review* adds: "This extraordinary run shows what our 'Old Reliable' can do in cases of necessity. The train was in charge of Charles Louch, engineer; Walter Earl, fireman, and Charles Ostrander, conductor." Mr. Earl afterwards became an engineer and was instantly killed in the dreadful railroad accident near Bordentown, on February 21, 1901. Mr. Ostrander is now an employee of the Atlantic City Board of Health.

A record breaking short run was made by the Atlantic City express over the Pennsylvania Railroad from Broad Street Station, Philadelphia, in April, 1904—from the 7th to the 29th—when the eleven miles of almost straight track from Egg Harbor to Absecon was covered in seven minutes. This was at the terrific rate of 1.57 miles per minute, or nearly 95 miles an hour.





March Morning on Boardwalk—Photographed in 1897.

## Around and About.

### Condensed Historical and General Information About Atlantic County, Alphabetically Arranged.

**Aborigines.**—The Indians who once inhabited this part of Scheyechbi, or New Jersey, belonged to the great family of Algonkins and to the nation of Lenni-Lenapes, of which there were two branches, the Unami, or Turtles, and the Unilachtogo, or Turkeys. Some of the tribes in the pine or coast region were the Atsionks, the Tuckahoes, the Yacomanshags and the Amacarocks. An account of the location, habits and customs of the Indian will be found in the first volume of these "Annals." The aborigines have left their impress upon the country. Indian words are indelibly attached to localities in South Jersey, and to the names of plants and animals, such as persimmon, chinkapin, hickory, tamarack, pecan, etc. Although the Algonkin Indian of New Jersey was largely dependent upon the forest, he cultivated small patches of maize and was familiar with the edible wild plants. Remains of the Indians who lived in old Egg Harbor have been found at various times—some as recently as 1897. In that year, on January 12th, the remains of an Indian village were discovered by George W. Senft, of Egg Harbor City, midway between Pomona and McKee City. Mr. Senft was fox hunting with a party of friends, and passed through the dense forests, when suddenly one of the party saw an opening in the thickest of the brush. They investigated and found that it was an old Indian hut, still in good condition, being made of hickory wood. A further search revealed four other huts, and around them were found many arrow-heads, darts, tomahawks and a quantity of flint. One of the tomahawks had a covering of some animal skin and a sharp arrow-head fastened to an end. The place was so thickly surrounded with brush that the ground had probably not been trod upon for a century, although it was only two hundred yards from a well-traveled road. Ten days later another important find was made in the vicinity of Pomona by two Italians, who were engaged in clearing away the wood land. In digging up some tree stumps they unearthed part of a human skeleton. Systematic digging was then begun, with the result that a number of well-formed tomahawks and stone darts were unearthed, together with two skulls, which were pronounced to be those of Indians. Coroner Senft appeared with several laborers later in the day and, instituting a search, unearthed a considerable number of human bones. Two dozen cannon balls were also found and one old flint-lock. The relics were taken to Egg Harbor City and placed on exhibition. The remains of another Indian village were discovered in a cedar forest by a woodchopper named Wolford, about five miles

## HESTON'S ANNALS.

northeast of Hammonton, on June 15, 1896. The locality had probably not been explored for years. Wolford was pushing his way through the thicket, when he stumbled over what appeared to be the prostrate trunk of a tree. He stopped to examine it and found that it was the remains of an Indian canoe, fastened to a tree. In the canoe, which was about eighteen feet long, were several stone knives, a tomahawk, an axe shaped like a butcher's cleaver and an earthen pot. Wolford reported his discovery at Hammonton and the next day a searching party found traces of Indian mounds north of the swamp. The canoe appeared to be at least one hundred years old.

**Absecon.**—This name is derived from the Indian word Absegami or Absekami, meaning "little water," referring to the salt water lake or bay northwest of Atlantic City. The Indian name was corrupted into Absekam, Absecum, Absecom and finally Absecon, the present name of a city, creek and bay in Atlantic County. Until the separation of Absecon from Galloway Township, the creek formed the boundary line between Egg Harbor and Galloway Townships. It now forms the southern boundary of Absecon. Absecon Creek, eight or nine miles long, flows into Absecon Bay, which is about two miles in breadth. The town of Absecon became a city in 1902. The population by the census of 1900 was 530.

**Atlantis.**—Atlantic City is sometimes called the modern Atlantis, but the only similarity is in the name. The ancient Atlantis was an island in the Atlantic Ocean west of the Pillars of Hercules (Gibraltar) and is said to have been of vast extent and advanced civilization. It was the passage to other islands and another continent further westward. The power of this island was exerted against the Egyptians and Hellenes. The most famous of the Athenian exploits was the overthrow of the island of Atlantis, whose power was arrayed against the countries bordering on the Mediterranean. Athens was renowned over the whole earth, for at the peril of her own existence and when the other Hellenes had deserted her, she repelled the invaders and of her own accord gave liberty to all nations within the Pillars of Hercules. A little while afterwards there was a great earthquake, which lasted a day and a night, and the warrior race of Atlantis disappeared; the great island of Atlantis sank into the sea. The submergence of this island is the explanation of the shallows which are found in the Atlantic Ocean northwest of Africa. The story of Atlantis may embody some popular legend, and the legend may have rested on certain historical facts. Bacon wrote an allegorical romance, the scene of which was laid on the island of Atlantis.

Plato, who gave the first account of Atlantis, says he obtained his information from the priests of Egypt. Learned men of modern times have been disposed to believe in the existence of such an island, and suppose the West Indies to be the higher portion of the sunken land. Atlantis was the most productive region of the earth. It produced wines, grain and delicious fruits in abundance. It had wide-spread forests, mines of gold and silver, hot springs and every luxury for human enjoyment. It had splendid cities, vast fortifications, arsenals and equipments for navies. There was also a magnificent temple, 606 feet long, dedicated to Neptune.

"Atlantis" should not be confounded with the similar word "Atlantis." The latter comes from a book written by Mrs. Mary Man



States Avenue, South from Pacific. Chelsea Avenue, North from Pacific.



## AROUND AND ABOUT.

ley, in the time of Queen Anne, in which was given the story of scandalous conduct and crime by people of high rank on an island somewhere in the Mediterranean Sea. The real names of the characters were so thinly disguised and the amours of distinguished persons so plainly described that Mrs. Manley was arrested and thrown into prison.

**Bakersville.**—This place was settled in 1815 by David Baker, son of a Nantucket whaler. He was a surveyor and magistrate, and a man of considerable account in his day. After marrying Mary Babcock he settled on a place purchased of George West, father of the notorious and rascally Joe West. Baker induced Pardon Ryon, a Yankee peddler, to settle in the neighborhood also and open a store. Ryon prospered and married a sister of Israel S. Adams, father of Israel G. Adams, of Linwood, and now a well known real estate operator and capitalist in Atlantic City. Ryon had a sister, Emeline, a Connecticut school teacher, who was induced to come to New Jersey. She afterwards married John Barnes, shoemaker. William B. Adams married Rebecca Cordery. He was a blacksmith. Joseph Way married Catherine Steelman. He was a tailor. There was neither butcher, baker nor candlestick maker, but with a peddler, shoemaker, blacksmith and tailor, a hamlet was started and the village of Baker became Bakersville. David Baker afterwards became a lay judge of the county and was one of the commissioners to separate Atlantic County from Gloucester, in 1837. The present name "Atlantic" was given the new county by Mr. Baker. He had eleven children, all of them now deceased.

**Baptist Church.**—The First Baptist Church was organized in 1880. The edifice was begun in 1881, on Pacific avenue above North Carolina, finished in 1882 and remodeled in 1893. The pastors have been Sydney Dyer, D. D., Rev. W. E. Boyle, Rev. T. J. Cross, Rev. C. H. Fitzwilliams, A. L. Moore, D. D., and J. O'B. Lowry, D. D. The present membership is nearly three hundred. Bethany Baptist Church, on Atlantic avenue above Morris, in the lower part of the city, was organized in 1900. The pastor is Rev. Edward E. Tyson.

**Brick Buildings.**—The first brick building erected in Atlantic City was the drug store of Edward S. Reed, on Atlantic avenue below Delaware, now owned by C. Sumner Reed and brothers. This was in 1878. A fire that year destroyed the frame building previously erected on the Reed lands, and after the fire Mr. Reed rebuilt the drug store of brick. It stood as originally erected until 1903, when the sons placed a new and more attractive front to the store proper, but the upper story is still unchanged. There are now many brick buildings throughout the city, especially on Atlantic avenue, where frame buildings are now prohibited by ordinance, as they are also on the Boardwalk. The largest and by far the most imposing brick or stone building in Atlantic City is the Bartlett Building, finished in 1903. It covers land purchased by William G. Bartlett, father of the present owners, before the Civil War, for \$4,500. To-day the same land, excluding the buildings thereon, is worth easily \$300,000. The Bartlett Building, used for offices, a row of six brick cottages on North Carolina avenue and ten brick houses on Presbyterian avenue, covering the land, cost about \$500,000. The president of the company is William H. Bartlett, and the treasurer is Elwood S. Bartlett.

## HESTON'S ANNALS.

**Casino.**—The Casino is located on the Boardwalk, overlooking the sea, near the foot of Indiana avenue, and was erected by Frederick Hemsley, proprietor of the Hotel Brighton, in 1894. It affords various kinds of amusements for adults and all reasonable attractions for the little folks. The sun parlors are especially adapted for the use of the many invalids and convalescents who find new life in our health-giving ozone during the spring months. On all sides of the assembly room are sun parlors, reading and smoking rooms. In the one-story extension at the rear are well-lighted and well-ventilated dressing rooms for surf-bathing, luxuriously furnished, hot and cold sea-water baths, and also well-appointed dressing rooms for the patrons of the adjoining natatorium. The large swimming pool is built of brick, with concrete bottom and white-marble sides, and is the finest on this continent. Beyond the pool are bowling alleys and shuffle-board parlors.

The Casino is conducted on the club plan, but admission is by tickets, instead of introduction, and the proprietor reserves the right to exclude any one for any cause. This is done to make it as select as possible for visitors. The subscription is 50 cents a day, or \$2.50 a week. This includes admission, day and evening, to the daily concerts, and to the dances. The cost of the Casino was \$60,000.

**Carriages.**—The legal fares for omnibuses, automobiles and locomobiles are as follows: Where the distance by the most direct route does not exceed ten regular city blocks or squares, ten cents; where such distance exceeds ten such blocks and does not exceed fifteen such blocks, fifteen cents; where such distance exceeds fifteen such blocks and does not exceed twenty such blocks, twenty cents, and for each additional block, one cent; and the distance from Pacific avenue to the Boardwalk shall be considered two blocks. When the employment is by the hour, or for other than a continuous passage from one point to another, for a one-horse omnibus, at the rate of one dollar per hour; for a two-horse omnibus, at the rate of one dollar and fifty cents per hour. When the service is performed between the hours of twelve o'clock midnight and five o'clock in the morning, any rates not exceeding twice the fares above mentioned may be charged.

**Catholic Churches.**—The new St. Nicholas Church, at the corner of Pacific and Tennessee avenues, represents not only the growth of Catholicism in Atlantic City, but the progress made in architecture and material wealth of the community. The new "St. Nicholas" is a beautiful stone church, cruciform in plan, of the Romanesque order. Since the organization of this parish, in 1856, nearly fifty years ago, the church has undergone three or four transformations. At first it stood on Atlantic avenue below Tennessee, directly back of where it now stands. Then it was a neat Gothic chapel, accommodating about 300 people. In 1881, it was widened and lengthened so as to accommodate 900. In 1887, Rev. Father John J. Fedigan, beloved by everybody, Catholic and Protestant, Gentile and Jew, having previously purchased the old skating rink property, fronting on Pacific avenue, moved the old church building back from Atlantic avenues, built a new *front* to the *rear* of the old church, and converted the old front to a rear entrance on St. Nicholas Place. Father Fedigan also erected a commodious monastery at the corner of Pacific and Tennessee avenues, which

### *AROUND AND ABOUT.*

his successor, Father F. J. McShane, afterwards moved to the middle of the block, west of the old church. In 1902, ground was broken for the present handsome edifice, which was finished outside in the summer of 1903. It is an ornament to the city, a credit to the Roman Catholics and a monument to the faith and energy of Father McShane and his associates.

The second Roman Catholic Church was erected in 1886, the land being purchased the previous year by Father Fedigan. It was known as St. Monica's, and was in charge of the Augustinian Fathers of St. Nicholas until 1894, being open until that time in July and August



New St. Nicholas Roman Catholic Church.

only. The building was destroyed by fire on December 2, 1896, when two firemen lost their lives. Through the efforts of Rev. Father Peter J. Petri, who was appointed resident pastor, a new church edifice and rectory were erected on the site of the old, Atlantic and California avenues, and dedicated in 1897. The new edifice was named "Our Lady, Star of the Sea." Father Petri is still the faithful and zealous priest in charge, doing good work and loved by all.

**Children's Seashore House.**—The first institution in the United States designed to give the benefits of sea air, with suitable medical treatment, to young invalids of both sexes, without regard



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to creed, color or nationality, was the Children's Seashore House at Atlantic City.

A small cottage was opened in 1872, and in 1873 a building accommodating forty-five children was erected at the sea end of Ohio avenue. From time to time the capacity was increased until there were fourteen small buildings besides the main building erected within the grounds by visitors at the different hotels, each bearing the name of the house by which it was erected. This property was sold in 1901, and a much larger group of buildings erected and opened in July, 1902, on Atlantic avenue, from Annapolis to Richmond avenues, and extending to the beach. The cost of these buildings was \$100,000. They have a capacity of 356 patients.

The main building, with its two detached pavilions, is surrounded by broad porches on the first and second floors. In the center portion are five wards containing seventy beds, the administration offices, apothecary shop, physicians' consulting rooms, sick diet kitchens, surgical dressing room, office for nurse in charge of the cottages, and the dining-room for mothers. Directly in its rear are the main dining-rooms, store rooms and kitchens.

In the third floor are sleeping rooms for nurses and resident physicians. The pavilions have each two wards of twenty-one beds each, several smaller wards, and accommodations for the necessary nurses and servants.

In the basement of the eastern pavilion are the reception rooms for new patients, offices for examining physician and clerk and bath rooms and a laundry.

The mothers' cottages on each side of the quadrangle extend from the main building to the breakwater, arranged in double rows, with porches on all sides.

While the greater number of patients are admitted free of charge, some pay from \$2 to \$2.50 a week.

Dr. William H. Bennett, physician in charge, has been the chief promoter of the institution since its start. To maintain this worthy institution it is necessary to raise every summer \$15,000 by voluntary contributions.

**Charter of Atlantic City.**—Passed 1854—See Pamph. Laws, 278.

—Amended	1858—	"	"	267.
	"	1864—	"	513.
	"	1864—	"	717.
—Revised and Amended	1866—	"	"	314.
	Amended	1869—	"	1,226.
	"	1871—	"	714.
	"	1872—	"	590.
	"	1874—	"	288.
	"	1875—	"	518.

—"Act concerning cities"—called the "new charter," approved April 3, 1902, and adopted May 6, 1902.—See Pamphlet Laws, p. 284.

**Churches.**—There are twenty-nine churches in Atlantic City, classified as follows: Episcopal, 4 (3 white, 1 colored); Roman Catholic, 2; Baptist, 5 (2 white and 3 colored); Methodist Episcopal, 6 (3 white and 3 colored); Methodist Protestant, 3; Presbyterian, 5; Hebrew, 2; Lutheran, 1; Friends, 1. Also a Reformed Episcopal at Ventnor and a Catholic mission. During the last few years some of the churches have erected imposing new edifices. Reference to the leading churches is made under the denominational headings in

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this chapter. A canvas of the several Atlantic City churches in January, 1904, showed that the attendance was as follows:

First Baptist Church.....	243
Church of the Ascension.....	305
St. James' Episcopal.....	107
St. Andrew's Evangelical Lutheran.....	116
Central Methodist Episcopal.....	235
First Methodist Episcopal.....	337
St. Paul's Methodist Episcopal.....	425
Christ Methodist Protestant.....	376
Chelsea Presbyterian.....	126
First Presbyterian.....	347
Olivet Presbyterian.....	189
Our Lady, Star of the Sea, Catholic.....	426
St. Nicholas, Catholic.....	657
Bethany Baptist.....	159
Mount Nebo (colored).....	55
Second Baptist (colored).....	45
Shiloh Baptist (colored).....	39
All Saint's Chapel, Chelsea.....	Closed.
St. Augustine Episcopal (colored).....	76
Friends' Meeting House.....	27
Temple Beth Israel.....	143
Jewish Synagogue.....	275
Price Memorial A. M. E. Zion.....	50
Asbury Methodist Episcopal (colored).....	220
St. James' A. M. E. (colored).....	161
People's Methodist Protestant.....	123
Trinity Methodist Protestant.....	267
St. Anne's Convent Mission, Catholic.....	65
St. John's-by-the-Sea Reformed Episcopal, Ventnor.....	Closed.
German Presbyterian.....	85
Westminster Presbyterian.....	139
Total.....	6,018

This canvas was made at a time of year when the number of visitors is comparatively few. As the winter season advances, or more correctly, during the Lenten season, the attendance of non-residents at the churches, especially the first thirteen in the above table, is considerably increased.

**Clubs.**—During the early part of the Civil War the active Republicans of Atlantic City formed an association which they called the Union League, of which Lewis Evans, afterwards County Clerk and State Senator, was chosen president. This league of the young men of that day—we might safely call some of them the old men of to-day—lasted until 1869. The meetings were first held at the Evard House, on the east side of Pennsylvania avenue, north of Atlantic, then at Tompkins' ice cream saloon, opposite the United States Hotel, and later in the old Bye House, still standing on Atlantic avenue, between Maryland and Virginia. Out of the Union League and connected with it as a "branch" there grew a literary association, composed of young men and women, and some not so young. The object of this association was to cultivate a taste for literature and afford diversion for the winter evenings. The members often spent a portion of the day preparing themselves for the mental con-

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tests of the evening, and the interest was increased by the knowledge that each debater considered himself loaded down with facts sufficient to defeat the strongest argument the other side might present.

The first gentlemen's club in Atlantic City was organized in 1886. It was known as the "Ocean Spray Club," and existed about two years. The Cosmopolitan Club was organized by a number of gentlemen in 1893, and this also was disbanded after an existence of about two years. Next came the Atlantis Club, organized on March



Country Club House—rear view.

4, 1899, and disbanded on December 31, 1902. This last named club was succeeded by "The Islanders," a gentlemen's dining club still in existence. The members, who are limited to forty in number, meet around the festive board at least four times a year, usually at the Hotel Windsor. The members are Judge Allen B. Endicott, G. Jason Waters, Dr. B. C. Pennington, R. S. Murphy, Alfred M. Heston, Dr. A. D. Cuskaden, John G. Shreve, John W. Hackney, S. T. Lineaweaver, Warren Somers, William McLaughlin, Francis P. Quigley, S. P. Morris, Edward R. Donnelly, Dr. J. C. Marshall,

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John J. White, Dr. Walt. P. Conaway, Henry W. Leeds, Harry Wootton, Ferd. Stadler, William A. Faunce, George T. Lippincott, William H. Bartlett, Henry H. Cross, former Judge Joseph Thompson, Walter E. Edge, Frederick Hemsley, Dr. Emery Marvel, Dr. M. D. Youngman, S. O. Shouse, M. A. Devine, W. S. Snaffer, Brinckle Gummey, J. Haines Lippincott, E. J. Petroff, H. E. Tietjen, H. H. Deakyne, Senator Edward S. Lee and Mayor Franklin P. Stoy.

**Country Club House.**—The golf links and country club house, opened in 1896, are on the mainland overlooking Lake's Bay. The city is but twenty minutes distant by trolley car. Adjoining the links is the shore road, a beautiful highway running amid quaint little villages and fine residences. This road extends along the entire New Jersey coast from near Sandy Hook to Cape May. A visit to the club house and the golf links will appeal not only to those interested in the club, but to those who seek enjoyment of country club life in connection with the charms of the seashore. Standing back quite a distance from the shore road, the approach to the club house is through massive gates and up a broad graveled sweep of road, enclosing the lawn and bordered by the golf links. The club house is of colonial design, with heavy, overhanging porches and dormer windows. The property of the Country Club consists of 105 acres of as fine land as can be found anywhere on the New Jersey coast. The links consist of eighteen holes. The house is one of the finest in the country.

**Death-Rate.**—The death-rate in Atlantic City is 12 to 14 in 1,000, which is probably lower than that of any other city in the country. In relation to the resident death-rate a resident physician says: "Thirty per cent. of the number are buried either in remote parts of the State or in other States, showing that they or their friends were only temporary residents, and yet claimed residence here and intended living here while the boarding-house business paid, or while they found employment as waiters, or as long as their health was conserved. A considerable percentage of these waiters are colored, the majority being children. Colored people come here for the purpose of doing laundry work and waiting, and their children are bottle-fed and neglected. Many of the permanent residents are impaired lives, persons who maintain a permanency of residence here because they cannot live elsewhere on account of some impairment of health. The local death-rate from acute diseases is very low. Of the non-residents the great majority are chronic invalids, many of them being in the city but a few days or even hours when they die. This is the case with children very frequently in the hot season.

**Electors and Elections.**—For a period of thirty-one years, from 1776 to 1807, women, negroes and aliens were privileged to vote in New Jersey. The constitution of 1776, framed in less than two days and adopted by the Legislature after less than six days' consideration, was given a construction very different from the intention of those by whom it was framed. It gave the ballot to "all the inhabitants of the State" who were twenty-one years old and who owned fifty pounds proclamation money. Not a word was said in this hastily drawn constitution concerning sex, race or citizenship. In 1807, this defect was corrected by an act which restricted the franchise to free white males, above the age of twenty-one years, and a preamble to this act declared that this limitation was made

because women, negroes and aliens had previously been allowed to vote. But the right to vote did not carry with it the right to hold office or to own real estate.\* Thousands of men who, on election day, went to the polls to vote were by law debarred from holding any office of profit or trust. No atheists, no free thinkers, no Jews, no Roman Catholics, in short, no man who was not a believer in some form of the Protestant faith, could hold any office in New Jersey. Men who aspired to a seat in the Council (now the State Senate) were required to own one thousand pounds, and members of the Assembly five hundred pounds of real and personal estate. Not until the new constitution was adopted, in 1844, were these restrictions removed and the election franchise limited to whites.†

Elections are now held in Atlantic City, and in all other cities of the State, only once a year. Previous to 1888, Atlantic City officials were elected in November, at the time of the general election. Beginning with March, 1888, they were elected on the second Tuesday in March, as provided by an act of the Legislature passed in 1887, and this law continued in force until 1901, when the Legislature passed what is known as the anti-spring election law, which abolished spring elections in all cities. Beginning with November, 1901, therefore, city officials were again elected in November. Under this act and an amendment thereto, passed in 1903, all expenses of elections held in November are paid by the county. In previous years the election officers received compensation in varying amounts, from both the city and county. This circumstance gave rise to a curious complication in 1897.‡

**Episcopal Churches.**—St. James Episcopal Church, corner of Pacific and North Carolina avenues, was the first of that denomination in Atlantic City. The minutes of the church, in the possession of Rev. W. W. Blatchford, present rector, show that the first meet-

\* The Legislature passed an act on January 22, 1817, which enabled aliens to become freeholders in New Jersey. This act was passed for the special benefit of Joseph Bonaparte, ex-king of Spain, and under its provisions he became the owner of a beautiful mansion and an extensive estate at Bordentown. It was this circumstance that earned for New Jersey the derisive nickname of "New Spain," and Jersey men for many years afterwards were called Spaniards. Other states subsequently gave the same right to aliens.

† In 1793, as proof of the illegality of an election for determining a site for the Middlesex County jail and court house, it was stated that "a negro man was admitted to vote, who had no legal residence, and his declaration that he had been manumitted in another State was received as sufficient proof of his being entitled to vote."

‡ In passing upon the bills of the election officers, the city comptroller decided that under a state law, passed in 1857, one-half of the election boards' expenses must be borne by the county. He therefore made a demand upon Allen B. Endicott, who was both county collector and city solicitor, for \$700, being one half of the city's election expenses that year. As county collector, Mr. Endicott refused to comply with the comptroller's demand. The comptroller thereupon called upon the city solicitor, Allen B. Endicott, and asked him to secure a mandamus from the Supreme Court to compel the county collector to pay over the \$700. As city solicitor, Mr. Endicott said he would be glad to do so, but as county collector he would be obliged to go before the Supreme Court in person or through his attorney and oppose the application of the city solicitor. Being both city solicitor and county collector, the action of the comptroller necessitated Mr. Endicott going before the Court and asking for a mandamus against himself, because he refused to pay the money justly due the city. Of course, as collector he was obliged to oppose the motion, on the ground that the city was not entitled to the money. In other words, as county collector he was bound to take the ground that he was right in refusing the demand of the comptroller, but as city solicitor he was certain that he was wrong as county collector in refusing the demand. It was a complicated situation, which was finally adjusted by the Board of Freeholders agreeing that the contention of the comptroller was right and authorizing the county collector to pay over the money to the city.



The view shown on page 359 is made from a photograph taken in 1857. The roof of the Ashland House, at the corner of Pennsylvania and Atlantic avenues, is shown at the extreme left. In the centre is the United States Hotel as it then appeared. The wing facing Atlantic avenue had not then been erected. Further to the right is a grove of cedar trees and a frame building, marking the block between Pennsylvania and Virginia avenues. The original Mansion House and Mansion Hall are at the extreme right of the picture.

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ing to organize a "strangers' church," of the Episcopal denomination, was held in the old Mansion House, corner of Pennsylvania and Atlantic avenues, on August 10, 1866. The lot was purchased in October, 1867, and subsequently the committee contracted with Joseph A. Barstow, now deceased, to erect the church building. The work was begun in 1868 and finished in 1869. The name "St. James Protestant Episcopal Church" was adopted about the same time. It is, therefore, the oldest, though not numerically the strongest, church of that denomination in Atlantic City. For many years it was open only during the summer months, the services being in charge of visiting clergymen. The principal support came from a few gentlemen, summer residents, who were deeply interested in the work. Rev. Mr. Blatchford became the minister in charge, or rector of the parish, in March, 1897, and has conducted services regularly throughout the year since that time. In a public letter Bishop John Scarborough, of the diocese of New Jersey, said: "In March, 1897, the Rev. W. W. Blatchford, at my urgent request, took charge of St. James Church, Atlantic City, when it was likely to be permanently closed. There was no vestry to pledge him a salary and no promise of a definite income. His only dependence was what remained of the offerings, after paying all current expenses. He has built a comfortable rectory, and made a summer church habitable for winter services by the introduction of a steam plant."

The Church of the Ascension was organized as an all-the-year-round parish in 1879, principally through the efforts of Mrs. Francis W. Hemsley, the daughter of Bishop Underdonk, and mother of Frederick Hemsley, present owner of the Hotel Brighton. For seven years the frame church stood on Pacific avenue below Michigan, but in 1886 it was removed to the present site, corner of Pacific and Kentucky avenues. Seven years later, in 1893, the present solid structure was erected. Seven years later, in 1900, the Guild House, adjoining the church, began its career of manifold usefulness. Doubtless, the end of the present seven years will see the parishioners in possession of a Parish Hall. These seven-year strides are very largely due to the zeal of Rev. J. Hardenbrook Townsend, the faithful rector. Rev. J. Rice Taylor was in temporary charge of Ascension Church until 1881, when the first rector, Rev. William H. Avery, began his pastorate of ten years. The second pastor, Rev. J. H. Townsend, succeeded him in 1891, and ten years later the ranks of the parochial clergy were augmented by the coming of Rev. John W. Williams, as associate rector and vicar of the newly established All Saints Church, Chelsea, and the Rev. James N. Deaver, as vicar of the newly established St. Augustine's work for the colored people. The third church (All Saints) was organized in 1901, and a building was erected the following year on Chelsea avenue below Pacific.

St. John's-by-the-Sea (Reformed Episcopal), at Ventnor, has been open for services every summer since 1892.

**Excursion House.**—The first Excursion House in Atlantic City was located at Atlantic and Connecticut avenues. A big hall, used for dancing, was converted into an armory when the Civil War broke out, and a Frenchman, who kept the Forest House, acted as captain and drillmaster. The second Excursion House stood near the corner of Atlantic and New York avenues, north side. It was when the Excursion House occupied the site at Con-



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necticut avenue that Amasa Bowen was nearly killed. Captain Bowen kept the house and was attacked by a number of excursionists who came down with the Schuylkill Rangers, a notorious gang of Philadelphia "toughs." They were pummelling Bowen with chairs and bottles, when his daughter, now Mrs. Gussie Tomlinson, rushed in and threw herself over her father's prostrate form. The men desisted, but not until several shots had been fired from revolvers. Two men were removed, seriously wounded.

The cars on Atlantic avenue ran from the Inlet House to Arkansas avenue, and thence over the "Y" to the third Excursion House, at the foot of Missouri avenue. Later the tracks on Atlantic avenue were extended to Florida avenue, and in the spring of 1888 they were further extended to Albany avenue, where a new Excursion House was erected. The latter was torn down in 1899, and two years later the "loop" of the tracks was moved farther westward to Portland avenue, Ventnor, to which point passengers are now conveyed for a single fare of five cents. An additional fare of the same amount is charged for the ride from Ventnor to Longport.

**Fields.**—Several cabins had been built and clearings made among the sandhills on Absecon Beach when Jeremiah Leeds located on the island. These clearings or "fields," as they called them, bore different names. "Dan's Field" was named after the traditional pioneer, Dan Ireland, and was located in the neighborhood of Maryland and Atlantic avenues. It comprised several acres. "Fid's Field," so called from Frederick Steelman, its first cultivator, was between Arctic and Baltic, Tennessee and New York avenues. "Samp's Field," which took its name from Hezekiah Sampson, included the present site of the Central M. E. Church and the First Baptist Church, on Pacific avenue. "Inlet Field" was a leveled clearing where the old salt works were built at the Inlet. The Inlet channel now covers the site. "Beach Field" was near the corner of Massachusetts and Atlantic avenues, nearer the beach than the "old field" where Pioneer Leeds spent the last fifty years of his long life.

**Fire Department.**—The present equipment of this excellent branch of the city government includes one hundred and thirty-three paid employees, thirty-eight pieces of apparatus, and forty-nine horses. The apparatus is as follows: Eleven engines, three chemical engines, five combination chemical and hose wagons, six hose wagons, two aerial trucks, one combination chemical truck and hose wagon, one patrol wagon, six supply wagons, two parade wagons, one crab and one chief's wagon. Besides these there are two life nets, seventeen hand extinguishers, 18,000 feet of fire hose, 2,500 feet of chemical hose and 150 feet of rope for use of fire wardens. No city in the country of equal population has a fire department as well equipped as that of Atlantic City. Since April 1, 1904, this department has been controlled absolutely by the city. In November, 1903, City Council passed an ordinance creating a paid fire department, beginning on January 1, 1904, but this ordinance was carried to the Supreme Court on a writ of certiorari. The organization of the paid department was, therefore, delayed until Council could pass another ordinance. This was done on March 29, 1904, and, pursuant thereto, the present paid department went into effect on April 1.

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**First Train.**—Joseph Pallen, now living at 2125 Camac street, Philadelphia, at an advanced age, who was the first baggage master on the old Camden and Atlantic Railroad, in 1854, says: "I was on the Camden and Atlantic Railroad when it was first built. At the beginning we ran only as far as Absecon, or Absecom as we called it then. The road was not then built over the meadows, but when it was finally finished our train went all the way to Atlantic City. There was only one hotel finished then, if I remember correctly, and that was the Bedloe House. Some other buildings were being erected the first year. Of course, there were a few old buildings that had been built some years before. It seemed to me that there was nothing but woods and woods and woods—and thick woods at that—besides mosquitoes and greenhead flies, which almost ate us up, even with our clothes on. Robert Frazer was the president of the road at that time and a Mr. Stone was superintendent. Frank Glenn was conductor on one of the trains and James Pettit was conductor on the other. Mr. Pettit is still living in Philadelphia, but he is nearly blind. He could relate a great deal more than I can remember. He is about 85 years old. My memory is not quite as good now as it was in those old times. I haven't been in Atlantic City for over 25 years, and I cannot realize now what it looks like. I would like to come down when you have your semi-centennial, if I should live that long."

**First Marriage.**—The first marriage on Absecon Island was that of Joseph Showell to Lavina Adams, which occurred on December 28, 1842. The marriage was performed in a house near what is now Arctic and Delaware avenues by Parker Cordery, a justice of the peace. Mr. Barclay Leeds, of Atlantic City, recollects this marriage, he being a boy of fourteen at that time. Three of the surviving children of Mr. and Mrs. Showell are Jere. Showell, now living at Whitesville, N. J., John Showell, of Atlantic City, and Mrs. Simon L. Wescoat, wife of the Atlantic City Building Inspector.

**First Road.**—The first public road in Atlantic County was laid out in 1716. It led from Nacote Creek (Port Republic) along the shore to Somers' Ferry at Somerspoint. This road was altered by surveyors from Burlington and Gloucester Counties in 1731. Previous to giving the new location of the road, they recited that the former road, laid out for the inhabitants of the township of Egg Harbor, from the east end of Somers' Ferry, by reason of the swamps and marsh through which it passed, had become inconvenient for the inhabitants to travel, and they had made application to Thomas Wetherill and five other surveyors from Burlington County and to John Eslick and five other surveyors of Gloucester County. These twelve surveyors, having found the former road inconvenient, laid out the present Shore Road from Port Republic to Somerspoint.

**Freeholders.**—The early colonial and municipal government in New Jersey was largely vested in the land owners or freeholders of the colony, sometimes designated townsmen. Only freeholders were allowed to vote or hold office. In 1709 an act was passed providing for the election of two freeholders from each township of the county, who, with the justices of the peace of the county, were constituted a Board of Justices and Chosen Freeholders, for the purpose of erecting court houses and jails in the several counties. In 1798, the justices were omitted from the body, which has

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since been called the Board of Chosen Freeholders. In 1851, the property qualification was abolished, so that now a "chosen freeholder" is not required to be a freeholder, and the title is an anomaly. The Board of Chosen Freeholders in Atlantic County now consists of twenty members—one from each ward, township and borough in the county. For a year or two past an agitation has been going on throughout the State, looking to the abolishment of the Board of Freeholders and the substitution of three or five County Commissioners.

**Friends' Meeting House.**—This place of worship in Atlantic City was built in 1872, previous to which the meetings of the Society of Friends were held in the old school house on Pennsylvania avenue for four consecutive summers. The original building was enlarged, by the addition of an upper story, in 1900, and a day school was opened the same year. In 1675-'78, William Penn and his associate Friends sent over about four hundred families to settle in West Jersey. Some of these located on lands now included in Atlantic County. As early as 1728 there were three selected places for holding Friends' meetings, namely, at Leedspoint, Absecon and Somerspoint. The old Richard Somers mansion, at the last named place, where Friends' meetings were held, is still standing. Persons still living can remember the old Friends Meeting House at Bakersville, opposite Central M. E. Church. The house occupied by Absalom Higbee, at Leedspoint, after the services were discontinued in 1843, was the second meeting house, succeeding the first, a small building, which stood for many years adjacent to the present Smithville M. E. Church.

**Garbage.**—The garbage of Atlantic City, which amounts to 12,000 tons annually, is collected in sanitary carts and taken to the crematory, at the extreme northwestern side of the city, and there consumed. The crematory is a model plant and cost \$93,000. The city pays the contractor \$14,819 a year for collecting the garbage. A contract was recently made by City Council for the destruction of the garbage, at an average cost of \$25,000 a year, by a company whose plant is now in course of erection.

**Glass.**—The cut glass factory at Egg Harbor City had been in operation less than a year in January, 1904, when the president of the company, Thomas P. Streitemmeyer, reported that \$35,000 worth of cut glass had been sent out from the factory. The skilled labor is well paid, and the community profits by the circulation of the wages. Thirty-two cutters and polishers are now employed. The demand is increasing, and a five-year contract with a large house to take \$20,000 worth of glass, at a fair profit, guarantees its success.

**Great Island.**—This is the largest of the marshy islands between the main Thoroughfare and Lake's Bay, and is owned in part by the city of Atlantic City. The municipality acquired title in 1884 and used it as a dumping ground for garbage. Ten years ago this island was considered of little value. Since 1896 it has increased in value about a hundred fold, on account of the building of the county road from Pleasantville to Atlantic City. It is located in Egg Harbor Township, and the part belonging to Atlantic City was assessed in 1903 at \$500 for one hundred acres, although the area is much greater. Four brothers—David, Simon, Lucas and John Lake—inherited Great Island from John Lake, their father, and David Lake disposed of his share to the city in 1884 for

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**\$900.** The city bought the property as a dumping ground for garbage, which was sent to the island in scows. The city is also presumed to be the owner of another one-fourth part of the island by adverse possession. In 1896, the quarter owned by the Simon Lake estate was sold in Judge Allen B. Endicott's office, at a master's sale, and was purchased by William Riddle, of Atlantic City, for \$5. There are 173 acres in each portion. The survey made in 1805 shows that Richard Wescoat surveyed the property for the proprietors, to whom the ground was deeded by the King of England. It will require about five and a half feet of soil to fill this island to grade, and the material can be had from the Thoroughfare. This filling will cost about \$500 an acre and the land will then be worth at least \$1,500 an acre. The new county road passes through the section owned by the city and Mr. Riddle, while the other portions, in dispute, are at the extreme southern end of the island. Adjoining Great Island is the new tract, West Atlantic, the "Venice of America," which will be greatly enhanced in value when the improvements are made and the county road finished.

**Hospital.**—The Atlantic City Hospital, opened on November 30, 1898, is located on Ohio avenue above Pacific. About 2,000 patients (including out-patients) are cared for annually, at an expense of about \$25,000, or an average cost of \$12 per patient. The city contributes about half of the cost of maintenance and individuals the rest. The patients are largely free.

**Inlet.**—This is a large body of water at the upper end of the island, where sailing and fishing boats, in charge of experienced captains, can be hired by the day or by the hour. The sail through the bays or out to sea, through the Inlet outlet, is delightful, and the fishing is generally very good. The rate per hour for parties is twenty-five cents apiece. The yachtsmen are prohibited by law from taking more than thirty passengers at one time. Yachts can be chartered by the day for from five to ten dollars.

**Jetties—Hydraulic Pile Sinking.**—Jetty building is as important in its results in Atlantic City as dyke building in Holland. Ten years ago the tides ebbd and flowed at the upper end of the city where are now scores of handsome residences. The life saving station was so close to the water that the crew had only to roll their boat across the street from the life saving station to launch it. Now the station is two blocks distant from the water, and the life-savers traverse well built streets before they can put off to sea. Twenty years ago the wear at the head of Atlantic avenue was so great that the lighthouse was in danger. A change was brought about by the building of jetties along the ocean front from the end of Massachusetts avenue to the head of Baltic avenue. The Inlet currents were thus directed into new channels and several squares of ground reclaimed. These sand lots were easily sold at \$100 to \$500 a front foot and costly cottages were erected, those nearest to the water being surrounded and protected by stout bulkheads.

In Atlantic City jetties are constructed on a plan entirely original. Double rows of piling, from three to four feet apart, are driven well down into the sand and the intervening space is filled with layers of cedar brush and stone. Some jetties run parallel with the strand, while others run out from the ends of the avenues and extend some distance into the surf. As the waves wash shoreward the brush catches and holds the sand. The thousands of dollars thus ex-

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pending insure the safety of the residential section along the Inlet for all time, the jetties built by the Government years ago, when the seas threatened to undermine Absecon light, having driven back the surf hundreds of yards.\*

Concerning the hydraulic process of sinking piling, Mr. McCann, now of Philadelphia, says:

"I have a very distinct recollection of this discovery. Just after the big washout on August 23, 1883, when everything along the beach front between North Carolina and Tennessee avenues was destroyed and much damage done in other places along the beach, I returned from an errand on Atlantic avenue to our bath houses, at the foot of Ocean avenue. It must have been about September 1, 1883. The garden hose, which our engineer, George H. Parker, had been using, was lying in the sand, and picking it up, with the intention of taking it inside, I discovered that the water was turned on and that the nozzle had worked its way down into the sand a considerable distance. Saying nothing to anyone, I went to the office of the water company and saw Mr. Graves, the superintendent. I told him what I wanted to do and, accompanied by one of his men, we went to the United States fire house and procured a section of hose. We then went to the stand-pipe yard, at Ohio and Baltic avenues, where we found a piece of timber 6 by 6 and twelve feet long. With the aid of the hose and a good head of water we soon put this piece of timber its full length into the sand near the stand-pipe. The next morning I went to Somerspoint and bought a carload of pine piling. That day or the day following William F. Brode stopped at our place and I told him of my discovery and we procured a good sized pole. Taking the garden hose and working the nozzle deeper and deeper into the sand, and getting the sand more and more "alive", we succeeded in sinking the pole its full length in the sand. A few days later the piling arrived from Somerspoint and we sunk this in front of our bath houses by the hydraulic process, borrowing the hose from the States fire company, through the courtesy of Charles S. Lackey. Some time afterwards Albert M. Jordan was engaged in laying pipes for the sewer company. I said to his contractor, William Flagg, that he might avail himself of the discovery I had made for sinking piling on the beach front. To lay the sewer pipes it was necessary to drive sheet piling into the sand, and as this was a slow process by the methods then in use, he might save time by using the fire hose. The sewer company adopted this suggestion and thereafter sunk their sheet piling by the hydraulic process."

By the same process Kipple & McCann and Mr. Brode built jetties in front of their properties and strengthened their buildings

\* The hydraulic process of sinking piling, now so common in Atlantic City, was "invented" by accident in 1883. Henry Kipple and Herbert McCann were the proprietors of bath houses at the corner of Ocean avenue and the Boardwalk, Mr. McCann being the son-in-law of Mr. Kipple. The latter died at Halifax Pa., on March 21, 1901. Kipple & McCann, William F. Brode and others had been annoyed and discouraged by the washing away of the piling in front of and underneath their bath houses. Bath house keepers and beach front proprietors generally had only one method of sinking the piling, and that was by pounding them into the sand with heavy wooden mallets, and sometimes with a trip hammer. The pine logs were driven only a few feet into the sand and projected about the same distance above the water line. These short posts were frequently washed out or broken by an ordinary north-east storm. Colonel George W. Howard, now deceased, when he built the old Howard Pier, at the foot of Kentucky avenue, cut a thread on one end of the pine logs and screwed them into the sand, but this method was not a success. Some of these piling were removed from the beach when the city purchased and condemned the old pier, in 1890.

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with heavier piling. Other property owners witnessed the successful application of this "invention," and thus the problem of sinking heavy piling to the proper depth was solved. Since that time the same principle has been applied in other coast cities, where the soil is principally sand.

**Jewish Synagogue.**—This unique building is situated on Pennsylvania avenue above Pacific. The corner-stone was laid and the edifice completed in 1892. It is liberally supported by the generous Hebrews of Atlantic City.

**Kechemeches.**—This was the name of a tribe of Indians that once inhabited the country south of the Great Egg Harbor River, and made occasional visits to Absegami (Absecon Island) in quest of oysters and game, and perhaps to visit friendly Indians who came here from Coaquanock (Philadelphia), Chickohacki (Trenton) and other places in summer time.

**Lighthouse.**—The lighthouse is an object of much interest, at the northeastern end of the island, the house of the keeper facing Rhode Island avenue. The height of the tower is 159 feet from base to focal plane, and 167 feet above sea level. The ascent is by 228 spiral steps to the watch room and 12 steps from the watch room to the lantern. The lamp is what is known as Funck's mineral-oil lamp, with fixed white light and Fresnel lens of the first order, and from the deck of a vessel can be distinguished from other lights at a distance of nineteen miles. The lighthouse is open to visitors from ten A. M. to twelve M. the year around, Sundays excepted.

The great number of wrecks that were continually occurring on the beach caused Dr. Jonathan Pitney and other gentlemen to turn their attention to the absolute necessity of erecting a lighthouse on this beach. The matter was agitated between 1834 and 1840. After a great waste of trouble and money, a Congressional appropriation of five thousand dollars was at last voted, upon the proviso that a satisfactory report should be first made by a competent official of the Naval Department. Commodore La Vallette was commissioned to make the report. He visited the beach, examined the coast, and requested a letter from Dr. Pitney on the subject. Notwithstanding the exertions of Dr. Pitney, the commodore made an unfavorable report, and the lighthouse project slept for several years. In 1853, after the railroad had been surveyed, Dr. Pitney again agitated the subject. He circulated petitions for signatures, wrote to Congressmen, and published articles in the newspapers. The result of these labors was the granting of an appropriation of \$35,000 for a lighthouse. Thus Atlantic City has to-day one of the best lighthouses in the country, which, with later improvements, cost upward of \$50,000. The tower of the lighthouse was first illuminated in January, 1857.

Formerly the lighthouse was a perpetual snare for birds. In their spring and fall migrations birds of all descriptions, from the wild goose to the bobolink, were attracted at night by the light in the tower, and dashed against it with such force as to kill about one-third of their number. The others, maimed and bleeding, flut-tered against the screen outside until taken in by the humane keeper. The live birds were kept until morning in perforated paste-board boxes and then released. As many as 481 birds, dead or alive, were thus entrapped in a single night in the manner described. Since the use of electric lights for street illumination in Atlantic

City the birds have not been attracted by the light in the lighthouse tower, and very few are now killed or maimed in the manner stated. The present keeper of the lighthouse is Thomas Bills. He has two assistants.

**Life-Saving Stations.**—The Atlantic City life-saving stations are situated at Pacific and Vermont avenues and Annapolis avenue near Atlantic. Each station is in charge of a captain, with seven assistants. The building on Vermont avenue was finished in December, 1884, and is one of the finest life-saving stations on the coast of the United States. It is a pretty Gothic structure, with three rooms and a pantry on the first floor and three rooms on the second. Above the roof there is a tower or lookout, where a constant watch is kept for vessels in distress. The buildings are open to visitors at all hours of the day, and the obliging captains or any of their assistants take pleasure in explaining the method of saving life and property from destruction by the fury of the elements. On the first clear day of each week the crews go through an interesting drill with the mortar and lifeline, sea-car and surf-boat, beginning at eight o'clock in the morning. Another station is located within the corporate limits of Longport.

The first life-saving station established on this beach was opened more than fifty years ago, and was known as the Government Boat-House, with Ryan Adams as keeper. It stood near what is now Connecticut and Pacific avenues. When James Buchanan was elected President, Samuel Adams succeeded Ryan Adams, holding the position for five years, when Barton Gaskill was appointed by President Lincoln. He retained the position for sixteen consecutive years. When the improved system was adopted, in conformity with an act of Congress, approved June 18, 1878, the station was moved to its present site, in the rear of the lighthouse, Captain Amasa Bowen being then appointed keeper. The present keeper of the upper station is Timothy H. Parker, and of the middle station A. B. Steelman. The system of life-saving is interesting to every American visitor, because of the fact that it is considered the best organized and most efficient in the world.

**Lottery.**—What was known as the William Disston cottage, at the northwest corner of Pacific and Indiana avenues, was sold in January, 1904, to Clarke Merchant, of Philadelphia, for nearly \$40,000. This property, once owned by Jacob Freas, was won in a lottery, in 1866, by William Wetherill, who paid \$5 for his ticket. Mr. H. H. Souder, of Atlantic City, has the only ticket in existence, out of about three hundred issued. The lottery was conducted by the Atlantic City Cottagers' Association, of which Charles C. Freas was president.

**Lutheran Church.**—St. Andrew's Lutheran Church is the outgrowth of mission effort, begun in 1887, by Rev. Dr. William Ashmead Schaeffer, of Philadelphia, the first services being held in the upper room of a building on Atlantic avenue above Tennessee. Afterwards the congregation bought the Philopatrian Hall, on New York avenue, and changed the name to St. Andrew's Hall. This building is now the property of Joe Hooker Post, G. A. R., and is known as Memorial Hall. Under the leadership of Dr. Schaeffer, the New York avenue property was sold, the present lot bought and the church erected in 1892, at the corner of Michigan and Pacific avenues. In April, 1894, the Rev. J. A. Kunkelman, D. D., having accepted a call, began his work as pastor. With the help





The view shown on page 369 is made from a photograph taken in 1857. The building in the distance, on the left, stood just above the present site of the Union National Bank, at Kentucky avenue. The old railroad station was located near North Carolina and Atlantic avenues, and to the right of that, on the picture, is the old Ashland House, at the corner of Pennsylvania avenue. At the extreme right is the paint shop of Jonah Wootton, at the corner of Virginia and Atlantic avenues, and on the opposite side is a frame building at the northwest corner of Atlantic and Virginia avenues, where Wright's drug store is now located.

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of friends the church was finished and thoroughly furnished with bell, baptismal font and pipe organ. The services are all in English.

**Mayslanding.**—Mayslanding is beautifully situated at the head of navigation on the Great Egg Harbor River. The river and bay abound with fish, oysters and clams. North of, and immediately adjoining the town, lies Lake Lenape, covering an area of many acres, well stocked with pike, catfish, sunfish and other kinds of fresh water fish. Mayslanding has a population of about 1,500, and among its manufacturing industries is a large cotton mill, employing about 400 people, with a yearly output of nearly a half million dollars worth of cotton goods; also a large plant for the manufacture of fine pressed bricks, which supplies a very large part of the fancy brick used in Atlantic City. This plant employs about 100 hands. The first postmaster of Mayslanding was Christopher Rape, appointed April 1, 1806.

**Mercer Memorial Home.**—This institution provides a place where invalid women, of moderate means, can spend a few weeks at the seashore, and have not only the comforts of a home, but also good nursing and the care of a physician, at a price which they are able to pay, but much below the actual cost. It differs from other seaside institutions for women in that it is intended for invalids only, and in this respect it meets a want which has often been felt by those who come in contact with the masses of working-women in our large cities. In 1884, the building at the corner of Ohio and Pacific avenues was erected, largely through the munificence of the late Mrs. J. C. Mercer, of Philadelphia, who gave \$40,000 for the purpose. An addition to the east wing of the building, finished in 1894, increased its capacity about one-third. The building is one of the finest of its size in Atlantic City, and is provided with every convenience for the care of sick women.

**Methodist Churches.**—The first Methodist church building in Atlantic City was erected on the site of the present handsome stone edifice, Atlantic above Connecticut avenue, and a portion of the original structure is preserved within the walls of the new building. The corner-stone of the old building was laid in July, 1857. "Previous to that date," says Hon. Lewis Evans, treasurer of the church, "I find from reliable sources that the people met in private houses for religious services, and were visited by clergymen from the mainland as early as 1853." Rev. William B. Cullis was admitted to the New Jersey Conference on trial and appointed to Atlantic City in 1857, he being the first minister stationed here. He was returned in 1858. "Rev. Cullis was a powerful man in prayer," said Mr. Evans, "but could not pass the examination of Conference and was not admitted to full connection." During the erection of the old building one of the trusses fell and William Conover, a carpenter, was killed. The ground upon which the building was erected was donated by Chalkley S. Leeds. The deed was made to Robert B. Leeds, Richard C. Souder, Barton Gaskill, Chalkley S. Leeds, Reuben Hoffman, William M. Carter and Lewis Reed, trustees. Chalkley and Robert Leeds are still living. The others have passed away. During the pastorate of Rev. John H. Boswell, in 1884, the building was considerably enlarged, and, during the pastorate of Rev. Henry Belting, alterations were made and an annex erected, and yet in 1901 the old edifice was entirely too small for its Sunday-school. In 1902, the congregation decided

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that a new building was necessary, and this they succeeded in finishing in the summer of 1903. The corner-stone was laid on February 10, 1903, and the handsome new building was dedicated on July 26, 1903. This improvement was inaugurated and completed during the pastorate of Rev. E. R. Brunyate.

St. Paul's Methodist Church was the outgrowth of the Union Mission, in October, 1879. Rev. John M. Hartley was the first pastor. The Union Mission Chapel became too small for the growing congregation and it was decided to build a new church. Accord-



Central M. E. Church, Atlantic City.

ingly, a lot was purchased at the corner of Arctic and Ohio avenues, and a frame church was erected. The basement story only was completed during the pastorate of Rev. Z. T. Dugan, who served the church faithfully for three years. In the spring of 1884, Rev. George S. Meseroll was appointed pastor. During the three years of Mr. Meseroll's pastorate the audience room was completed and every interest was greatly advanced. In the spring of 1887, Rev. C. K. Fleming was appointed pastor. He served the church faithfully and with great success for three years. In 1895, Rev. George L. Dobbins was appointed. In 1898, during Mr. Dobbins' pastorate,

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a new church, now worth \$65,000, was built on the present site, corner of Pacific and Ohio avenues, the old site being abandoned. The same year the parsonage was finished. The New Jersey Conference met in the new edifice in March, 1899, at which time Mr. Dobbins was made presiding elder of the Camden District, and Rev. J. Morgan Read was appointed pastor by Bishop Foss. During Dr. Read's pastorate all floating indebtedness upon the church has been paid, a new pipe organ, costing \$4,000, has been placed in the church and other improvements have been made and paid for.

Central M. E. Church was organized in 1895, and the present edifice finished in 1896. It marks the site of the old Colonnade Hotel, Pacific avenue above South Carolina. The present building stands some distance back from Pacific avenue, the intention being to erect a main building immediately on the avenue at some future time. The first pastor was Rev. William M. White, who died suddenly while attending Conference at Woodbury, during his pastorate. The present pastor is Rev. Dr. William Mitchell.

Besides the Methodist Episcopal churches, there are three of the Methodist Protestant faith, the principal one being Christ Church, at the corner of Pacific and Belmont avenues, of which Rev. C. D. Sinkinson is the esteemed pastor. Christ Methodist Protestant Church first met for worship, in 1875, in the Union Mission Chapel, at Baltic and Michigan avenues, under the pastorate of Rev. James Laughlin, who was pastor of the Methodist Protestant churches at Pleasantville, Scullville and Steelmanville. In 1876, he built an edifice on Ohio avenue, between Atlantic and Arctic avenues, known as the Centennial Methodist Protestant Church. Mr. Laughlin was followed by Rev. L. D. Stultz, under whose pastorate the place of worship was sold and the congregation returned to Baltic and Michigan and continued to worship in the Union Chapel. Revs. Wm. Staulcup, Robert J. Patterson and William Eltonhead followed as pastors. They were followed by Rev. John C. Cobb, in 1887, and under his pastorate the congregation moved to Texas and Arctic avenues. During Mr. Cobb's period the church property was also enlarged and a parsonage built. In 1894, Rev. C. D. Sinkinson was assigned by the annual conference and in April, 1900, the corner-stone of a new church, at Pacific and Belmont avenues, was laid and on Sunday, December 6, 1900, dedicatory services were held. The entire property, including church and furnishings and the parsonage adjoining the church, is worth \$60,000. On December 12, 1903, a beautiful pipe organ was installed. The present membership of the church is 340.

In 1894, the People's Methodist Protestant Church was organized by Rev. John C. Cobb, at Atlantic and Indiana avenues, with sixty members who withdrew from Christ Church. This congregation has since built a church at Arctic and Mississippi avenues and now has a membership of 90.

The Trinity Methodist Protestant Church was organized by the members and friends of Christ Church. The title to Trinity Church remained in Christ Church until the society was incorporated.

**Naraticongs and Nanticokes.**—These were two tribes of Indians living in Scheyechbi (New Jersey) when the white man came among them.

**Olden Times.**—Robert Barclay Leeds enjoys the distinction at this time (May, 1904,) of being the oldest native-born resident of Absecon Island. He is now in his seventy-seventh year and

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resides with his wife on South Georgia avenue. "When I was born, in 1828," says Mr. Leeds, "there were three houses on the island, two of which belonged to my relatives. I can remember when there were only four dwellings. Toward the upper end of the island there were sand banks that seemed higher than the rest. We called them hills. My father, Jeremiah Leeds, was a veteran of the Revolution and he called one of these sand dunes Bunker Hill. I was the youngest of the family and my father was as old as I am now—seventy-six—when I came into the world. My mother went to Absecon before my brothers and sisters were born. I was the first of the children born on the island. A brig, the 'Tobacco Plant,' had been cast away on the beach. The crew and her passengers came ashore and then began to dismantle the vessel. All of these people had to have shelter, and, as there were only three houses on the island, the owners took them in. So my mother stayed here to help provide for them. My father farmed and raised stock, but the chief industries of the neighborhood, if such they could be called, were fishing and salt making. A good many kinds of oysters were planted in the mud flats in those days. Then men from Philadelphia began to come down here to fish. They traveled by stage to Absecon and came in rowboats the rest of the way. I remember how roughly they dressed. They used to wear red flannel shirts. Then the railroad came through, the land company was started and Atlantic City got a charter. The first election showed eighteen votes, and all of them were not honest. There were seven houses here altogether then."

At the time referred to by Mr. Leeds (previous to 1854) a few old-time Philadelphians came to Absecon Beach to "rough it." One of these visitors, Col. Stephen N. Winslow, is still living, the Nestor of Philadelphia journalism. He says, facetiously, of course: "We went down in an old-fashioned coach, and consumed five days and other things in the trip. We made friends with the red men all the way down. After camping at Absecon for a few days we determined to cross the meadows and see what was on the other side. It was a weary tramp, but we were all young and vigorous, and finally we reached what is now known as the Thoroughfare. Here we constructed a raft and sailed over to the sand bar, on which Atlantic City is located. We penetrated seaward, finding bars on all sides of us, just as there are to-day, but at none of which our money was good. About where the Brighton Hotel now stands we encountered a party of natives, who were intent on carrying away the spoils from a wreck which had been lured on the shore the night previous. We had some difficulty in making them understand, after they learned we were from Philadelphia, that we did not want any of the goods ourselves. The grand beach impressed us, and we all agreed that we had made the greatest resort find of the century."

Another interesting reminiscence of the olden times is that of Rev. Allen H. Brown, who is one of the few living witnesses of the beginning of Atlantic City. Mr. Brown says: "My first visit to Absecon Beach was on June 5, 1854. With some friends I drove from Mayslanding to Absecon, and there we hired a yacht to take us over to the island. After wandering along the beach, over the sand hills and among the bushes and trees, we returned to Absecon tired and hungry. There was no place on the island where we could get our dinners.

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"The frame of Manassa McClees' Cottage Retreat was already erected on the corner of Massachusetts and Atlantic avenues, where now stands the Metropolitan. Later, in that modest cottage, we often enjoyed the hospitality of Mr. and Mrs. McClees and of Mr. and Mrs. Thomas C. Garrett. Here also we met, still later, the superintendent of construction of the lighthouse, and saw the great foundation stones of that structure, which was first illuminated in 1857. That lighthouse was the result of the efforts of Dr. Jonathan Pitney, of Absecon.

"As the regular trains made the place accessible the religious and ecclesiastical needs of the increasing population of the infant city became our chief concern. My record shows that on January 22, 1855, I preached for the first time at the house of Chalkley S. Leeds, and in the absence of the expected Methodist brother, I had virtually three services afterwards. Services were held from time to time at the house of that worthy man.

"During one of those Sunday evening services (I have not the date) there came up a sudden and sharp gale of wind. All were surprised the next morning to discover three vessels ashore. One small schooner was high and dry on the beach, near where the lighthouse now stands. There was then no lighthouse to warn the mariner, nor any life-saving station. Another schooner was pounding on the shoals amid the breakers on the bar and the third was ashore near the present Ventnor. I believe that all escaped with the return of the tide. Here was threefold evidence of the need of a lighthouse.

"On another occasion our meeting was held in a house between Arctic and Baltic avenues, where sportsmen sometimes found entertainment, and I recall one incident. It was not our custom to take collections at our services, lest our motives be regarded as mercenary. At the close of that evening's service a man of weather beaten countenance came forward and placed in my hand a silver half dollar. That was Ryan Adams, whose rough exterior enclosed a tender heart and whose gift touched my feelings and is indelibly stamped upon my memory.

"For the promotion of religion, early efforts were made to secure a house of worship. As early as February 22, 1855, the Camden and Atlantic Land Company promised a lot. On April 28th, the present lot of the First Presbyterian Church, on Pennsylvania and Pacific avenues, was selected, and a month later the land company confirmed the site. Samuel Richards made the first subscription of \$100, payable in glass, which Robert T. Evard, builder of the church, agreed to receive as part payment at the market price. In June, 1856, Augustus S. Turner constructed the foundation with stone from Da Costa, and on August 21 the corner stone was laid. The Camden and Atlantic Railroad Company agreed to allow a credit of two years on freight on material used in the building and subsequently remitted the entire debt.

"During more than fifty years itinerating in South Jersey I have been storm bound away from home by six different snow storms, namely, at Cape May Court House, Green Creek, Estelville, Woodstown, Forked River and Atlantic City. It is remarkable that every one of these storms began on Saturday or Sunday. The unusual storm of January 6th, 1856, imprisoned me in Atlantic City. For a week the cars could not make their way through the snow in the deep cut at Absecon, which was narrower and longer than it is now.

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On Wednesday the 9th, with the thermometer six degrees below zero, I walked over the railroad track and its open bridges to Absecon and thence drove through the woods to Mayslanding, with the road obstructed by unbroken snow and fallen trees, and even now I have a shivering remembrance of that day.

"While thus detained, I had, on a Monday evening, the honor to attend the meeting of City Council, and was not a little surprised when I was courteously requested to open the meeting with prayer."

**Original People.**—On pages 37 to 63, Vol. 1, the reader will find some accounts of the "original people."

**Parks.**—In 1859, Benjamin H. Brown purchased the lands bounded by Maryland and Delaware, Atlantic and Pacific avenues. Twenty-four years later Mr. Brown sold the same premises to the United States Hotel Company. The lands between Delaware and Maryland avenues, south of Pacific, were set apart originally as a park and were so designated on a map issued by Thomas H. Dudley, in 1864. In that year, Mr. Dudley was United States Consul at Liverpool, England, but acting through his agent, George W. Gilbert, of Camden, he advertised a large number of Atlantic City lots for sale, including those east, west and north of the United States Hotel site. The square between Pacific avenue and the ocean, and immediately south of the hotel site, was expressly reserved and marked on the map as a park. Subsequently, Brown & Woelpper, owners of the hotel, secured the right from City Council to lay a single horse car track through the centre of the park, to be used by the hotel in conveying passengers to and from the beach, especially during bathing hours. For years no other use was made of the park, but the owners of the hotel, profiting by the privilege extended them by City Council, assumed at first control and finally title to the park by adverse possession. States avenue, from Pacific to the beach, was opened about 1872, and the first four buildings erected on that avenue were the two corner buildings on the lower side of Pacific avenue and two others about one hundred feet below the corners. They were finished in 1876. Next came what was formerly known as the Michigan Building. This building had been originally erected on the Centennial grounds, Philadelphia, by the State of Michigan. At the close of the Centennial Exhibition, in 1876, it was purchased, in 1877, by the late Barclay Lippincott, of Philadelphia, who took it apart and re-erected it on States avenue as a summer residence. It was one of the most attractive buildings in Atlantic City, and was long known as the Michigan Building. Mr. Lippincott enlarged it in 1894, and made it even more attractive. It still stands on the east side of States avenue and is the property of George T. Lippincott, son of Barclay Lippincott, deceased. The hotel company sold the lands bounded by Delaware and Maryland, Atlantic and Pacific avenues, to John T. Davis in 1890, and the following year Davis moved the hotel to the Pacific and Maryland avenue side of the lot, raised and improved the building, and extended States avenue through from Pacific to Atlantic avenue. The remainder of the old "States" square was cut up into building lots and sold for cottage sites.

The open space between Indiana avenue and Park place, known as the Brighton Park, was dedicated to public use by Hamilton Disston and George F. Lee, in 1897. They jointly purchased from Pierce Archer the land from Indiana avenue to Ohio avenue and

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from Pacific avenue to the ocean. They opened Park place, laid out the land on each side of it into lots, and dedicated the park "to be left open and unbuilt upon as and for a lawn or open space at all times hereafter and forever, the same to be for the free use, right, liberty, privilege and enjoyment in common with and for the said George F. Lee and Hamilton Disston, their heirs or assigns, owners, tenants and occupiers of the remaining ground granted by the said Pierce Archer to the said George F. Lee and Hamilton Disston." This open space or park was to be adorned with grass and laid out with paths and walks, and enclosed with a neat fence or railing. The expense was to be borne by the owners and occupants of properties abutting on Park place. The lots were sold and for a number of years the lot holders maintained, by joint subscription, not only the park, but Park place, as provided in the deed. Subsequently, in 1895, the city desired to improve the park and Council was advised by City Solicitor Endicott that the dedication by Disston and Lee gave the public the same rights to use the park within the limitations prescribed, namely, that it should "remain open and unbuilt upon forever." City Council thereupon passed an ordinance appointing a Park Commission, and the Mayor appointed, as said commissioners, to serve for three years, Brinckle Gumme, Dr. Alfred W. Baily and Walter E. Edge, but at the expiration of their terms they were not re-appointed, whereupon Frederick Hemsley, of the Hotel Brighton, kept the park in order at his own expense. Subsequently, Josiah White & Sons, of the Hotel Marlborough, assisted in keeping up the grounds, but the city has contributed nothing for that purpose since 1897.

**Piers.**—An iron pier for Atlantic City was first projected in the early part of 1880, when a public meeting was held on Saturday evening, February 14th, for the purpose of taking into consideration the feasibility of building such a pier and running a daily line of first class passenger steamers to and from New York. At the meeting Mayor Wright presided. A communication was read from G. M. Rollins, of New York, who said:

"My proposition is simply that if the people of Atlantic City, or others interested in it, will take stock to the amount of \$20,000, I, with a number of well-known capitalists of this city, will establish a daily line between this city and yours, charging a popular fare to induce a large passenger traffic, provided an iron pier shall be constructed, or the inlet deepened. I understood that an iron pier was to be constructed this summer, but have not heard the parties named. The deepening of the channel to the inlet would be a government work. It would entail also the placing of buoys, and could not be secured through Congress inside of a year or two. At the present time the channel shoals to seven feet off the tail of the bank on the north side. It would be necessary to have at least fifteen feet of water for the draft and swell. The company would put on two of the very largest and most seaworthy boats, worth \$140,000, and would expect to continue the line from May till November, each year. If some of your people feel disposed to undertake the construction of the necessary pier there are parties in this city who would, I doubt not, be quite willing to undertake the work, provided they could obtain satisfactory privileges and grounds on the southern extreme of the city. The pier would have to be built out about 1500 yards. I think Atlantic City would have upwards of 1,000 visitors daily by the means proposed."

Nothing ever came of this first pier movement.

Col. George W. Howard, of Washington, was the pioneer Atlantic City pier builder. Howard's Pier, built in 1881, extended seaward from the foot of Kentucky avenue. As first built, it was 650 feet long, but a few months after its opening, on July 12, 1882, it was destroyed by a storm tide in September, 1882. Col. Howard rebuilt it the following winter and spring, lengthening it to 865 feet, with three large pavilions. Again, on January 9, 1884, it was



## HESTON'S ANNALS.

wrecked and the two outer pavilions carried away. It was then that the schooner "Robert Morgan" came ashore at the foot of New York avenue. A large pavilion was built on the remaining portion of the pier, which was a popular amusement place during the summer of 1884. Col. Howard's Pier was purchased for \$8,000 and removed by City Council, to make way for the new Boardwalk, in 1890. The forerunner of Young's Ocean Pier was built by J. R. Applegate, in 1883, at the foot of Tennessee avenue. Mr. Applegate purchased the land on which this pier was built, 100 feet front, for \$10,000. To-day it is worth fifty times that amount. Applegate's Pier, as it was then called, extended about 625 feet seaward, had a double deck and was artistically finished. In 1891, the pier was sold for \$56,000 to Young & McShea, who enlarged, remodeled and improved it till there was nothing left of the original save its location. In 1898, Mr. McShea sold his share to John L. Young, who is now its sole owner. Extending nearly 3,000 feet seaward, it is a delightful breathing place on a warm day. The third pier was the Iron Pier, at the foot of Massachusetts avenue, built by a company composed principally of local business men, in 1887, at a cost of \$60,000. It was 1,000 feet in length. Unfortunately, it was not a financial success, and was purchased by Young & McShea, at a forced sale, who afterwards sold it to Heinz & Co., of Pittsburgh. In 1898, the Atlantic City Steel Pier Company was incorporated with a capital stock of \$385,000. The Steel Pier, 1,650 feet in length, at the foot of Virginia avenue, is the child of this corporation. It has a two-story Casino and Music Hall at the entrance, enclosed in glass and steam heated, accommodating 1,200 people; a dancing pavilion further out, seating 3,000, and an auditorium still further out, accommodating 4,000. The last of Atlantic City Ocean Piers is the Auditorium, between Pennsylvania and North Carolina avenues, built in 1900.

**Population.**—According to the census of 1900, the population of the county is as follows:

Atlantic City:—		Galloway township....	2,469
First Ward .....	6,236	Hamilton " ....	1,682
Second " .....	5,830	Hammonton " ....	3,481
Third " .....	7,656	Linwood borough....	495
Fourth " .....	8,116	Longport " .....	80
		Mullica township.....	880
Total, Atlantic City.	27,838	Pleasantville borough..	2,182
Absecon Town.....	530	Somerspoint " ..	308
Brigantine City.....	99	South Atlantic City bor.	69
Buena Vista township..	1,646	Weymouth township...	972
Egg Harbor City.....	1,808		
Egg Harbor township..	1,863		
		Total City and County,	46,402

The following is a conservative estimate of the population of Atlantic City—resident and transient—during each of the twelve months of the year:

January .....	38,000	August .....	150,000
February .....	45,000	September .....	52,000
March .....	60,000	October .....	40,000
April .....	62,000	November .....	36,000
May .....	40,000	December .....	36,000
June .....	55,000		
July .....	130,000	Total.....	744,000
Average population for twelve months.....			62,000



The old time view shown on page 379 is made from a photograph taken in 1857. The building on the extreme left is the First Presbyterian Church, in front of which is the old Magnolia Cottage, now known as the Dudley Arms. In the foreground, on the left, is a one-and-a-half story building, covering the present site of the building at North Carolina and Atlantic avenues, known as Whippey's corner.

## AROUND AND ABOUT.

**Postmasters.**—Atlantic City has had ten postmasters during the fifty years of her history. These have been as follows:

Names of Postmasters.	Date of Appointment.
Robert B. Leeds.....	June 27, 1854.
Thomas McNeelis.....	June 30, 1856.
Michael Lawlor .....	September 27, 1858.
Lewis Reed .....	May 30, 1861.
Levi C. Albertson.....	February 5, 1872.
Willard Wright .....	April 14, 1886.
Levi C. Albertson.....	June 2, 1890.
Richard W. Sayre.....	July 9, 1894.
Michael A. Devine.....	June 29, 1896.
Harry Bacharach (present incumbent)...	March 1, 1901.

Robert B. Leeds, the first postmaster, and brother of the first Mayor, both of whom are still living, opened the first post-office on July 1, 1854, at the corner of Massachusetts and Baltic avenues. Thomas McNeelis located the office in the old National Hotel, Atlantic avenue below New York. He was appointed by President Pierce, and was succeeded by Michael A. Lawlor, appointed by President Buchanan, who moved the office to the rear of the old Central House, corner Atlantic and Tennessee avenues. Dr. Reed moved the office to a grocery store on Atlantic avenue opposite the United States Hotel. During Mr. Albertson's first administration the office was located at the corner of Pennsylvania and Atlantic avenues, in the Ashland House, afterwards named Hotel Heckler. The Preston Apartments now cover this site. Since then the office has been located at 1210 Atlantic avenue; next under the old Opera House, now a part of the City Hall site; next at 1414-1416 Atlantic avenue, and in 1898 it was moved to its present location, on South New York avenue. In 1902, the United States Government purchased a site for a federal post-office building, at the corner of Pennsylvania and Pacific avenues, size 100 by 150 feet, for \$56,000. The free delivery system was first introduced in Atlantic City in July, 1887, the first letter carrier being John Harrold, Jr., and the second William Culligan. They are still serving as carriers. These two carriers were considered sufficient until 1890, when six more were added. In 1896 there were ten regular carriers and in 1901 this number was increased to fourteen. The force in 1904 is thirty in winter and fifty in summer. There are twenty-two clerks in winter and forty in summer. Postmaster Bacharach has effected a number of improvements in the postal service in Atlantic City, and to him, next to Congressman Gardner, is due the credit of securing the Government appropriation for a new site and building, soon to be erected. He is ably assisted by Frank J. Moore, who was appointed in 1901, soon after Mr. Bacharach took charge of the office.

**Post Offices.**—The principal post-offices in Atlantic County are given below; also the name of the first postmaster and date of his appointment:

Office.	Postmasters.	Date of Appointment.
Absecon .....	Joseph Sharp.....	April 1, 1808.
Atlantic City.....	Robert B. Leeds.....	June 27, 1854.
Bargaintown .....	Samuel Somers.....	April 1, 1807.
Brigantine .....	Charles A. Holdzkom...	February 28, 1881.
Egg Harbor City....	Charles Herman.....	January 5, 1857.
Hammonton .....	William Coffin, Jr.....	December 18, 1827.

## HESTON'S ANNALS.

Office.	Postmaster.	Date of Appointment.
Leedsport .....	Japhet Leeds.....	December 18, 1827.
Linwood .....	Joseph R. Risley.....	November 22, 1880.
Mayslanding .....	Christopher Rape.....	April 1, 1806.
Pleasantville .....	David Lake.....	October 25, 1877.
Port Republic.....	John Endicott.....	July 28, 1840.
Somerspoint .....	Joseph Winner.....	January 1, 1806.

Somerspoint is the oldest post-office in the county. Port Republic mail was for several years forwarded to Gravelly Landing. The first postmaster at Gravelly Landing was Gilbert Hatfield, appointed December 18, 1827.

Nothing shows the progress of our country better in the cycle of a century than the development of Uncle Sam's mail service. The total number of post-offices in 1804 was 1,159, while in 1904 they number 75,924.

The following is said to be an accurate statement of the number of post-offices in the several States, Districts and Territories in 1804:

Virginia.....	199	Tennessee.....	28
New York.....	159	Georgia.....	23
Pennsylvania.....	102	Delaware.....	14
Massachusetts.....	94	Ohio.....	13
North Carolina.....	83	Rhode Island.....	8
Maryland.....	74	Maine.....	53
New Jersey.....	57	District of Columbia.....	3
Connecticut.....	54	Mississippi Territory.....	9
Vermont.....	48	Indian Territory.....	9
New-Hampshire.....	46		
South Carolina.....	46	Total.....	1159
Kentucky.....	36		

**Presbyterian Churches.**—On January 21, 1855, the first Presbyterian services in Atlantic City were held in the home of Chalkley S. Leeds by Rev. Allen H. Brown, then in charge of the Presbyterian Church at Mayslanding. Mr. Brown, whose photograph is shown on another page, is still living, aged eighty-five. The residence of Mr. Leeds still stands on Massachusetts avenue, just north of Atlantic. In the summer of 1853, Mr. Brown came from Absecon in a sail boat to see this bathing village and found only seven houses on the island. The next year, 1854, he came again, this time by railroad. From the Camden and Atlantic Land Company he secured two lots, at the corner of Pennsylvania and Pacific avenues, 100 feet front and 150 feet deep, as a donation. In 1856, the cornerstone of the original building, being the centre of the present edifice, was laid, after the swampy ground had been filled up to grade at considerable cost. The first public services were held on July 26, 1857, with unplastered walls and rough, temporary seats. On December 29, 1870, a regular church organization was perfected by the seven charter members residing here. Rev. W. W. McNair took charge of the church, as stated supply, remaining about two years. The church was enlarged in 1876, at a cost of \$5,000, and very much improved in the spring of 1887. The chapel, erected in 1882, has since been twice enlarged, for the accommodation of the Sunday-school. The Rev. William Aikman, D. D., who had served as a stated supply for about a year, was installed as the first regular pastor in the autumn of 1884. For the next ten years, until April, 1894, Dr. Aikman remained in charge, closing a most successful pastorate.

In 1884, the German Presbyterian Church, corner of Ocean and Pacific avenues, was formed in the chapel of the First Presbyterian

## AROUND AND ABOUT.

Church, through the efforts of Rev. Allen H. Brown. The new building was dedicated the same year and enlarged in 1896.

The Olivet Presbyterian Church, at Pacific and Tennessee avenues, was organized in 1896, when seventy members withdrew from the First Church. The first pastor was Rev. Dr. Francis J. Mundy. The present building was dedicated on March 27, 1898.

Two mission Sunday-schools, started by the First Church, in 1898, and maintained for nearly four years, are now known as the Westminster and Chelsea Presbyterian Churches. The first named is on Vermont avenue, near Madison avenue, and the second on Chelsea avenue above Pacific. Both missions were organized as churches in 1901, and the buildings finished in 1902.

**Quail.**—In the fall, when the gunning season opens, large numbers of these birds are killed by sportsmen in the fields and woods on the mainland.

**Railroad Stations.**—West Jersey and Seashore (Pennsylvania System), South Carolina avenue, above Atlantic; Atlantic City (Reading System), Atlantic avenue, between Arkansas and Missouri avenues; Longport and South Atlantic City (Pennsylvania System), corner Tennessee and Atlantic avenues.

**Sanitation.**—Atlantic City has a model system for the disposal of garbage and refuse, at the crematory. No bad odors are noticeable, either in or out of the building in which the work is done, and all classes of offal and refuse, including dead animals, broken glass, and crockery ware, etc., as well as garbage, are quickly and successfully destroyed.

Unlike other places on the coast, the surf is absolutely free from refuse, or defilement of any kind. By an underground system, which is a revelation to most city people, the air, the soil, and the water are absolutely free from contamination by sewage. Briefly stated, this system comprises a pumping station and reservoir, with deeply laid sewers converging to it, next that side of the city which is farthest from the ocean and the hotels. The reservoir is a walled pit, cemented inside and out, thirty feet in diameter and twenty feet deep. Connected with it is a ventilating shaft seventy-five feet high. The main sewer, which empties into the bottom of this well, is a cylindrical iron pipe twenty inches in diameter. Connected with this is a system of sub-mains and laterals of glazed terra-cotta pipe.

The garbage of Atlantic City, as stated, is disposed of by cremation. The result is that the soil of the island remains sweet and clean, and the waters that surround it are not made to play the part of scavengers. One may plunge into the surf at any time with never a fear of encountering floating garbage or striking a current of diluted sewage.

**Schools.**—Half a century ago the money raised by tax for the support of district schools was inadequate, and to prolong the term beyond the three winter months the trustees often made the schools partly free and partly pay. The public schools of Atlantic City today are well appointed and eight in number, the oldest being at Pennsylvania and Arctic avenues. The original building was removed in 1887, and a new brick building erected on the site, at a cost of \$20,000. The buildings are well heated and comfortably furnished. As many as 110 teachers are employed at an annual cost of nearly \$66,000. The Friends' Select School has three departments, kindergarten, primary and intermediate. It is located at Pacific and South Carolina avenues.

**Seal of the City.**—Dr. James North designed the escutcheon shown on the seal of Atlantic City. It consists of a shell, in which is a view of the ocean, a section of the Boardwalk and three yachts, supported by two dolphins; also two Grecian maids (personifying health) holding the caduceus (meaning power, wisdom and activity) in one hand and flowers of pleasure in the other. The design is surmounted by two dolphins and the lighthouse. The motto is "Consilio et Prudentia" (by counsel and prudence).

**Somerspoint.**—Somerspoint, one of the oldest ports of entry in the United States, is a favorite resort for sportsmen. It is reached by steamers from Longport, but the popular way is by trolley cars to Pleasantville, and thence to Somerspoint. The ride in pleasant weather is in open cars across the wide expanse of salt meadows and through a fertile farming country to the bay, on which Somerspoint is located. The charge is twenty-five cents for the round trip. In its vicinity, many years ago, was a summer encampment of the Algonquin Indians, who enjoyed the bountiful supply of oysters and game.

**Trolleys.**—An electric railroad, introduced in 1889, stretches from the Inlet to Longport, ten miles in length, running for several miles along the beach, with an unobstructed view of the ocean. Longport is at the lower end of the island, and is a pretty suburb. From its wharf, in Great Egg Harbor Inlet, steamers can be taken for a delightful trip to either Ocean City or Somerspoint. A speedway, about five miles in length, was built along the beach between Atlantic City and Longport, and was opened with appropriate ceremonies on Thursday, June 14, 1900, making a delightful drive.

**Unami and Unilachtogo.**—These were two opposing tribes of Indians who inhabited the pine and coast region of New Jersey. In English their names mean Turtles and Turkeys.

**Ventnor.**—Ventnor is another nearby resort. It is two miles below Atlantic City, and is accessible by the trolley cars to Longport. The various amusements and diversions of Atlantic City are easily accessible by train, drive or beach, while freedom from noise and perfect rest are assured by its suburban location. A large and thoroughly appointed hotel is open for guests. It was incorporated as a city in March, 1903.

**Water Works.**—Atlantic City, as has been shown, has two distinct systems of water supply, both owned by the municipality. One system furnishes water from artesian wells a thousand feet deep, and the other brings the water from crystal springs and streams on the mainland. Much is to be said in praise of each. It is, of course, quite free from vegetable or other organic matter, and, despite the proximity of the wells to the ocean, has never had the slightest trace of brackishness. On the other hand, the water from the streams is equally delicious. Every one who has visited the great plains of New Jersey knows how well watered they are, with a network of streams flowing through channels of pure white sand, shaded by forests of pine and cedar. The water-works are of the most elaborate character, and two stand-pipes, having a capacity of over a million gallons, insure an abundant supply of excellent water at all times for every purpose. The pumping capacity of the engines is seventeen millions of gallons a day. Over fifty-eight miles of distribution mains and sixteen miles of force mains are laid throughout the city, and connected with these pipes are 627 fire hydrants. The total cost of the city water plant was \$1,098,500.

## AROUND AND ABOUT.

**Wrecks.**—In addition to those mentioned in a chapter on "Shipwrecks and Drownings," the following wrecks are recorded, this information having come to the Annalist since the printing of the chapter named:

The foundering of the brig "Fame" occurred on the night of February 22, 1781, near Somerspoint, at the mouth of the Great Egg Harbor Bay, and of her crew of thirty-two no less than twenty-seven were lost.

Ten years later, in the spring of 1791, occurred the mystery of the "Minerva," a large ship which grounded upon the beach abreast of what is now Sea Isle City. The easterly breeze filling her sails, all of which were set, brought her high and dry upon the beach. Wreckers from the mainland boarded her, but not a soul was found. Down in the foreward cabin a cat, frightened at their intrusion, glared wildly at the men. The "Minerva" was richly laden with spices, tea, coffee and silk. Nothing was ever heard of her crew. Why they should have deserted the staunch ship was a mystery which has never been explained.

The schooner "Baltimore," Captain Samuel Jarvis, of Newark, N. J., capsized on May 12, 1846, on her voyage from Newark to Philadelphia, and drifted ashore on Absecon Beach.

The schooner "William Young," Captain William Somers, was wrecked on Peck's Beach, February 1, 1846.

The schooner "Yazoo," of Baltimore, Md., Captain William H. Harrison, March 25, 1847, struck on the north bar of Absecon Inlet. All hands were lashed to the rail to prevent being washed overboard. They were rescued by life savers.

The schooner "Margaret and Elizabeth," of New York, was wrecked on the bar of Absecon Inlet on January 7, 1847.

The brig "Potapsco," of Boston, Mass., was wrecked and stranded September 28, 1847, on the south bar of Absecon Inlet. She got off on the 30th and was brought into the Inlet.

The brig "L'Orient," of Newburyport, Mass., was driven ashore and stranded on October 7, 1847.

The schooner "Village Belle," was wrecked on Absecon Beach on December 22, 1853.

The barque "S. J. Roberts," of Providence, R. I., from Marseilles, France, was cast ashore on February 22, 1854, on the south bar.

"The schooner "Maria," of London, was cast ashore on March 8, 1855.

The British steamer "Craigneuk" grounded on Brigantine Shoals on April 27, 1904. Her cargo consisted principally of four thousand tons of sugar from the West Indies, which was thrown overboard. The "Craigneuk" was pulled off by the wrecking steamers about ten days later. A court of inquiry exonerated the captain, and the underwriters paid for the loss of cargo, about \$450,000.

**'Xions (usually spelled Axtions).**—These were a tribe of Indians who had their hunting-ground along the Mullica River, in the upper end of Atlantic County. They were on 'xcellent terms with the Tuckahoe tribe, whose provender they often shared. It is even said that the kindness of the Tuckahoes to the 'Xions brought about the saying, which we hear to this day, "Tuckahoe—God bless her!"

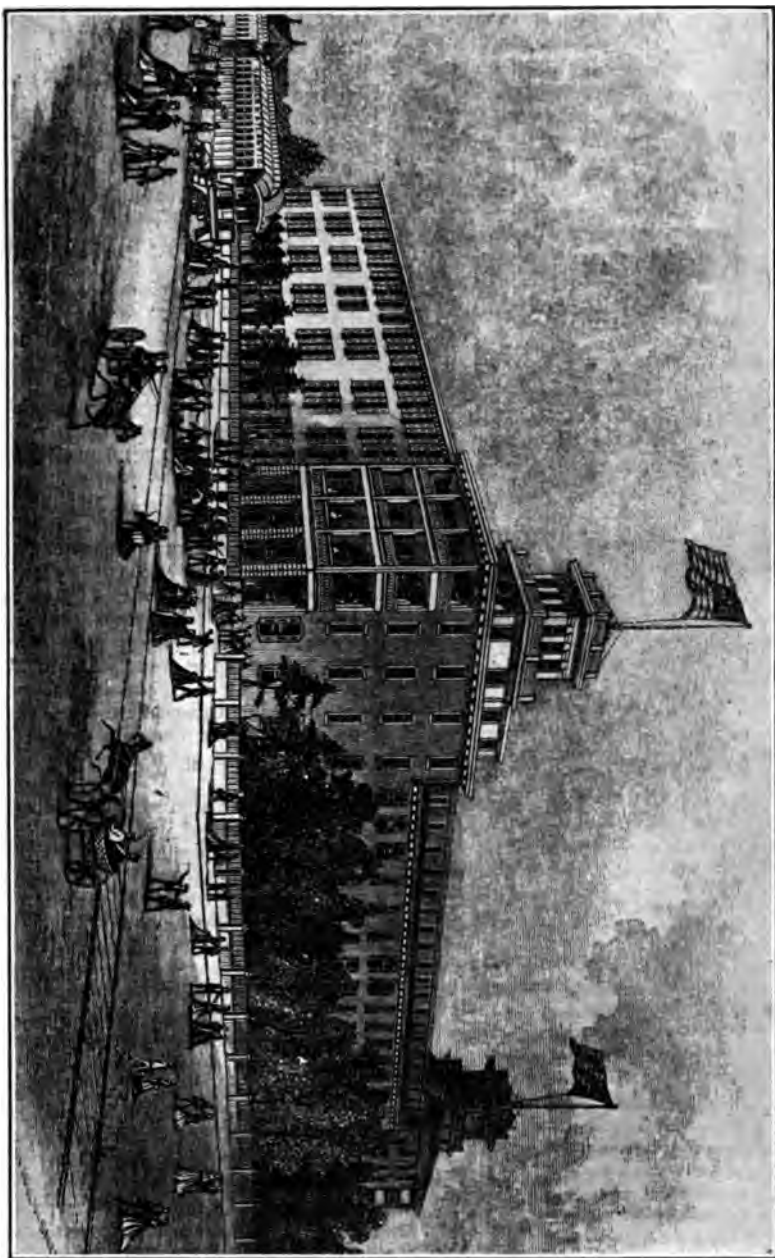
**Yacomanshag.**—This is the name of a tribe of Indians that once lived about where the town of Hammonton now stands. Relics, which proved the existence of an Indian village, were dis-



*HESTON'S ANNALS.*

covered by J. Walford about five miles northeast of Hammonton, on June 16, 1896. Walford was chopping wood on the bank of a stream which flows into the Mullica River, and had cut into a large clump of cedars, when his axe struck into the hull of a canoe, which was completely covered by moss and mud. Dropping his axe, he pulled away the moss until he had uncovered the boat. The canoe was four feet wide and eighteen feet long, and would comfortably seat ten men. In the bottom Walford found a stone knife, about ten inches long, with a finely carved handle; stone hatchet, shaped like a butcher's cleaver, and a large earthen pot. The canoe had been cut out of a log. When Walford's find became known, searching parties were formed, and scores of persons examined the ground in the vicinity. Mounds, supposed to be Indian burial places, were found. Arrow-heads and stone implements were also picked up by some of the searchers.

**Zounds!**—If I can think of any word to complete this zigzag manuscript, which the publisher is to transform into beautiful print for zealous critics' eyes.



United States Hotel in 1874.

## Concluding Reflections.



HALF a century ago Atlantic City was unknown. It was not on the map. Mayslanding, the county seat, was a village of some importance, sharing with Absecon, Hammonton, Leedspoint, Pleasant Mills, Somerspoint, Smithslanding and Gloucester Furnace, the privilege of being on the county map. In the past fifty years Atlantic City has outstripped not only Mayslanding and Absecon, Hammonton and Somerspoint, but all the seashore resorts of the country. When Atlantic City was born Cape May was at the height of her popularity. The new resort advanced slowly for a time, but none the less surely. Twenty-five years ago she broke away from old traditions and marked out for herself new methods of seashore diversion. Nature made her salubrious; she made herself inviting.

Strangers did not build Atlantic City. What has been builded is the work of her own hands and brains. The big hotels were not erected by strangers, for strangers said they would not pay. The reclaiming of meadows and the developing of sand dunes represent the investment of energy and capital by non-native residents, because strangers had no faith in that sort of thing. The handsome cottages, substantial stores and imposing office buildings were built by residents. The churches, schools and banks are all the product of home energy and home capital. What the people of Atlantic City now have in stocks and bonds, stores and homes, is the product of their own efforts wisely directed.

Twentieth century life in Atlantic City is the outcome of nineteenth century effort. It is well, therefore, that we should consider the history of the resort during the last half century and note the conditions which have contributed to her development. The man who writes the history of this country during the past fifty or hundred years will no doubt spend most of his time on its wars, its treaties and its politics, but there are other things which have changed the nation's character more than these. No war, no treaty, no move on the checker-board of politics has affected the life of the American people so much as the outpouring from the cities to the seashore.

This movement of the people during the past fifty years is the natural reaction against the strain and overwork of our national life. The man struggling to be rich, who puts sixteen hours work into eight, hurries as naturally to the seashore as his boy, forced to cram the rudiments of a dozen sciences and languages into four short years, turns to foot ball or some other athletic pastime.

The grandfathers of the men of fifty to-day had opportunities for education scarcely inferior to those of our fathers, at a less expenditure of cash and no demand for brawn. A hundred years ago, indeed, a college or academic education could be had at little expense. True, compulsory education was not then in force and only those better off in the world's goods sent their children to private schools and academies. Charity schools were provided for children of the poor, but their capacity was limited.

Our fathers and grandfathers played no college games. They needed none. They abode quietly in the same house year in and

## CONCLUDING REFLECTIONS.

**Continuation of history in Book Title.** year out. They did not need a cottage by the sea, to be occupied only a third or fourth of the year, to fit them for their year's work. That sort of living is the outgrowth of two generations of over-strenuous life. The result is that there is not now the same sort of home life that we saw when we were boys—those of us who have reached the fiftieth mile-stone of life. Love of home and the family fireside is not as strong now as it was half a century ago.\*

The invasion of seashore and mountain by the city boarder has had its counter effect upon those living away from the cities. Country people in their turn have invaded the cities and adopted city ways. When "Reuben comes to town" nowadays he knows far more about city life than his father or grandfather.

Nature, on the other hand, as seen in the country nowadays, is more significant to city people. The keen eyes and hungry brain of the urban citizen see beauties at the seashore or in the country to which the fisherman or ploughman, plodding his weary way along, is often blind. Children in the cities have text books on birds, animals, plants and sea forms which widen their ideas of creation.

This yearly mingling of classes, this invasion of the seashore by inland people has made us a more homogeneous nation, and Atlantic City, more than any other place on the coast, has brought about this change.

To trace the change and note the events which have helped to make up the history of Absecon Island during the last half century has been one of the objects of the Annalist. The two volumes of "Absegami" are designed to be exactly what their title represents—Annals of Eyren Haven and Atlantic City. The Indian Absegami is the modern Absecon. The Eyren Haven of the Dutch discoverers became the harbor of eggs or the Egg Harbor of the English settlers, and in course of time, when old Gloucester County was dismembered, the Egg Harbor of 1698 became the Atlantic County of 1837. The Atlantic City of 1904, in turn, has become the perfection of the Atlantic County of 1837. Lord Lyndhurst once said: "What

\*A good illustration of the cheapness of academic board and tuition is shown in the following advertisement of one of our New Jersey schools, taken from a newspaper printed in 1803:

### WOODBURY ACADEMY.

The Trustees, with pleasure, inform the friends of this institution, that the Rev. Thomas Picton still continues the principal of the above academy, where are carefully taught the following Arts and Sciences and at their annexed prices:

	D.	C.
Reading, Writing and Arithmetic—per quarter.....	2	50
If English Grammar be included.....	3	...
Latin and Greek Languages.....	4	...
Geography, and the use of the Globes, Mensuration, Trigonometry, Conic Sections, Algebra, Euclid.....	4	...
Book-keeping, by the branch.....	6	...
Surveying, Navigation, by do. each.....	8	...
Stenography, by do.....	5	...

Decent boarding and lodging, from 1 doll. 67 cts. to 2 dolls. 80 cts. per week.

The situation of Woodbury is high, airy and healthy, and only nine miles from Philadelphia. Parents and guardians may rest assured that the morals and education of their youth shall be especially attended. Apply to the principal or

FRANKLIN DAVENPORT, President.

Thomas Hendry,  
Joshua L. Howell,  
John Lawrence,  
James B. Caldwell,  
Samuel W. Harrison,  
Samuel Whitall.

} Trustees.

Elisha Clary, Secretary of the Board, Woodbury, N. J.

## HESTON'S ANNALS.

### Coincidence in Anniversaries.

is the House of Lords without Brougham? Brougham is the House of Lords." With equal propriety we may say: "What is Atlantic County without Atlantic City? Atlantic City is Atlantic County."

The history of old Egg Harbor, perhaps, has been but imperfectly told in the preceding pages. Indeed, the author's purpose has been to tell only his-story; to write a book of annals, rather than print a history of the county; to offer in readable form, perchance, some unconsidered trifles, snapped up at odd times during a busy life; to preserve, it may be, a few historical nuts for future historians to crack.

Although of no great importance to the average citizen, these annals, it is hoped, are of sufficient importance to be preserved for the benefit of at least a few. The thoughtless reader may regard them as beneath the dignity of history, but it must be observed that we of to-day are not always competent judges of what will be interesting and instructive to posterity. Doubtless much valuable information has been lost to the world by fastidious views on this subject, and the writer is inclined to believe that some of these reminiscences, seemingly insignificant now, will be interesting reading for another generation. The Annalist is not a native of Atlantic County, but during his twenty years' residence in Atlantic City he has been taking notes, like the "chiel" in Captain Grose's peregrinations, expecting some day to "prent" them. That day, it so happens, is one of some significance to the writer as well as to the city wherein he lives. The first batch of copy was given to the printer on May 1, 1904—the semi-centennial of Atlantic City's founding and the fiftieth anniversary of the Annalist's birth. To be more explicit, Atlantic City was officially born when the first mayor was elected, on May 1, 1854, and it was then, also, that the writer first saw the light of day. Hence, the semi-centennial of the one is the fiftieth anniversary of the other. True, the golden jubilee of Atlantic City was observed in the month of roses, for the reason that it was designed to be a festive celebration, and a festival without flowers is like the play of Hamlet with Hamlet left out.

The foregoing chapters were not written in the order printed, nor are they printed chronologically; howbeit, the present arrangement was not the author's original intention. We have seen elsewhere\* that William Godwin wrote his best novel backwards, and that Cooper wrote and printed the last page of one of his novels before writing or even imagining the preceding chapters. We note, also, an incident in the life of Burke, the great British commoner. "I live in an inverted order," said he, on the death of his son, who had just been elected to Parliament. "They who ought to have succeeded me have gone before, and they who should have been in the place of posterity are in the place of ancestors."

With the example of Godwin and Cooper before him, it matters not if the Annalist has written his-story backwards. True it is, that which might have gone before is found at the end, and that which ordinarily would come last is found at the beginning. Paradoxically, therefore, the first is last, and the last is first; wherefore, these reflections, which ordinarily would be found in the preface, are offered as a conclusion.

A. M. H.

Atlantic City, July 1, 1904.



*A. M. Heston*

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# HISTORICAL CALENDAR.

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Exhibiting Correct Dates of Important Incidents in  
the History of Atlantic County During  
the Seventeenth, Eighteenth and  
Nineteenth Centuries.





11

## JANUARY.

- 1—1687—Daniel Leeds, founder of Leedspoint, Atlantic County, began the publication of his first almanac in America. Printed by William Bradford, in Philadelphia.
- 1—1688—First ferry across the Delaware River, from New Jersey to Philadelphia, established by William Royden, under a license from the General Court.
- 3—1853—Schooner James C. Fisher, for New York, reached Great Egg Harbor in a storm, and the storm increasing she turned to make the Delaware Breakwater, but ran ashore off Cape May. Vessel wrecked, cargo lost, crew saved.
- 4—1750—Ship "York," Captain Gibson, from Barbados to New York, wrecked on Absecon Beach. Crew and a portion of the cargo saved.
- 6—1632—DeVries, the Dutch navigator "weighed anchor and lay before the Timmerkill," the latter now known as Cooper's Creek. Being warned by an Indian woman of an intended massacre of his crew, the wily admiral returned to headquarters at the mouth of the Sassackon, now called Timber Creek.
- 6—1714—John Scott located, by survey, 300 acres of land on Absecon Beach, now Atlantic City.
- 7—1782—Bank of North America (the first bank regularly incorporated) opened in Philadelphia. The first unincorporated bank of issue in America (if we except the "mint house" established at Boston in 1652) was that of Mark Newble, which he established in May, 1682, in a log house, the site of which was near the present line of the Atlantic City Railroad, and near the corporate limits of Camden. The Legislature of West Jersey at that time passed an act providing that "Mark Newble's half pence shall, from and after the said eighteenth instant (May 18, 1682), pass for half pence current pay of this province; provided he, the said Mark, give sufficient security to the Speaker of the House for the use of the General Assembly from time to time being; that he, the said Mark, his executors and administrators, shall and will change the said half pence for pay equivalent upon demand; and provided also, that no person or persons be hereby obliged to take more than five shillings in one payment." As security Newble gave 300 acres of land near Newton Creek, Camden County. Newble had brought over a large lot of Patrick's half pence from Dublin, Ireland, and he continued their coinage in America. See May 18.
- 7—1804—Jeremiah Leeds made his first purchase on Absecon Beach. See March 6 and July 5.
- 9—1884—Severe northeaster and high tide on coast. Schooner Robert Morgan came ashore off New York avenue, Atlantic City. No lives lost. Vessel floated on May 9.
- 11—1881—Atlantic City purchased her first steam fire engine and placed it in charge of the United States Fire Company, already organized.
- 12—1850—British ship "Ayreshire," Captain T. T. McGlen, from Newry, Ireland, for New York, with 202 people on board, stranded on Squan Beach, at a point now known as Chadwick. All but one of the entire 202 were saved in the new life car, then used for the first time by James Loveland, John Maxon and others.
- 13—1856—The "Charles Colgate" of New York, ran ashore on Brigantine Shoals and became a total wreck.
- 14—1898—Fire at Baltic and Connecticut avenues, Atlantic City. Cold storage building burned. Loss, \$17,500.
- 15—1853—Atlantic City came into existence "on paper." Map of the proposed resort submitted to directors of the land company and the name adopted.
- 15—1856—\$1,500 of Atlantic City scrip issued to pay for the first street improvements.
- 15—1897—Present city seal used for the first time on an issue of Atlantic City Improvement Bonds.
- 20—1901—Schooner "A. T. Coleman" grounded off Absecon Inlet. Crew saved; vessel and cargo lost. Wreck blown up on June 4, 1901.

## HESTON'S ANNALS.

- 21-1710—Boundaries of old Gloucester County, heretofore in dispute, determined by act of the Legislature.
- 23-1878—John M. Armstrong, of Philadelphia, murdered in Camden by blows on the head with a hammer. Benjamin Hunter, of Philadelphia, arrested, charged with the crime, and being convicted was hung in Camden on January 10, 1879. Hunter was a business man in Philadelphia, to whom Armstrong was indebted in the sum of \$6,671. He induced Armstrong to insure his life in favor of himself (Hunter) to the amount of \$26,000. The latter then found a dissolute man named Thomas Graham to kill Armstrong. Graham was sent to State's prison for a term of years, which he served. The trial and hanging of Hunter attracted the attention of the entire country.
- 24-1848—Gold first discovered in California by James Wilson Marshall, a native of New Jersey. Marshall, then 33 years old, went in search of a saw mill site for John A. Sutter, by whom he was employed as a millwright. In his search for this site he discovered gold. His discovery made many millionaires, but, with the irony of fate, it ruined Sutter and sent Marshall to the poorhouse in San Francisco, where he died. Fifty years afterwards, when more than a billion of dollars had been taken out of the soil of California, citizens of that State erected a statue of Marshall.

## FEBRUARY.

- 1-1897—Present Atlantic City seal formally adopted by resolution of City Council.
- 2-1887—A grampus whale captured at the lower end of Atlantic City. Female, 12 feet long, weighing 1,200 pounds. A species of whale rarely found on this side of the Atlantic, being peculiar to the Mediterranean and adjoining seas. Preserved by a taxidermist and sold to a museum in Kansas City, a model being secured by the Smithsonian Institute at Washington.
- 3-1880—Severe snow storm along the New Jersey coast. Many vessels driven ashore.
- 4-1887—M. E. Church at Mayslanding burned.
- 4-1892—Dr. D. B. Ingersoll's house at Mayslanding destroyed by fire.
- 5-1867—Steamer "Cassandra" went ashore on Brigantine Shoals. She became a total wreck, around which fishing parties from Atlantic City now find much sport.
- 7-1837—Atlantic County created by act of the Legislature; taken from Gloucester County.
- 7-1898—Fire at New York avenue and Boardwalk, Atlantic City. Academy of Music and other buildings burned. Loss, \$69,850.
- 8-1869—First Atlantic City horse car company chartered. In March following City Council passed an ordinance for laying a track from the Inlet along Pacific avenue to Missouri. Track never laid. See April 13 and May 17.
- 11-1888—James Albert Cathcart, of Atlantic City, won the world's pedestrian championship, walking 621 miles and 1,320 yards in six days, at Madison Square Garden, New York, and beating Weston's record of 610 miles. See February 20.
- 11-1890—Skeletons of twenty-one Indians found ten feet under ground in opening a new street at Pleasantville. With the skeletons were found flints, arrows, flakes, a stone mill and a stone knife.
- 11-1900—Worst snow storm and perhaps the coldest weather in the history of Atlantic City. Snow banks six and eight feet high; on a level 21 inches deep. Traffic of all kinds suspended for two days.
- 12-1853—Second purchase of land on Absecon Beach by the land company at \$17.50 per acre. See December 7.
- 12-1897—Atlantic City Hospital organized. First Board of Governors elected. See August 20 and November 30.
- 17-1873—First gas and water company in Atlantic City incorporated. Works and franchise sold by receiver on October 15, 1880, and company reorganized February 25, 1881.
- 17-1883—Steamer "Enterprise" went to pieces opposite Absecon Inlet.
- 17-1888—Hon. John Clement, of Haddonfield; David J. Pancoast, of Camden, and Henry B. Fowler appointed by Supreme Court as commissioners to adjust the disputed boundary line between Atlantic and Burlington Counties. See September 15 and November 9.
- 20-1888—Reception in old City Hall, Atlantic City, to James Albert Cathcart, the world's champion walker. See February 11.

## HISTORICAL CALENDAR.

- 20—1892—Fire on Boardwalk between Virginia and Maryland avenues. Loss, \$15,500.
- 21—1901—Railroad collision at Rusling's siding, above Bordentown. Head-on collision between Atlantic City express from New York and an accommodation train. Twenty persons were killed outright or died shortly afterward, and many were injured. Among the killed was Walter Earl, engineer of the Atlantic City express, who was decapitated. Frank Thompson, engineer of the accommodation train, died in a hospital at Trenton on March 27. A number of the killed were cremated in the burning wreck.
- 22—1781—Brig "Fame" Captain William Treen, at anchor off Great Egg Harbor, in a severe storm capsized. Of the crew of 32, only 12 were saved.
- 22—1883—Camden and Atlantic Railroad passed into the hands of the Pennsylvania Railroad Company.
- 25—1858—The "Flying Dutchman" wrecked off Absecon Beach. No lives lost.
- 26—1814—John Cleves Symmes, who had gone from New Jersey to Ohio in 1788 and founded Cincinnati, which he at first proposed to call Symmes City, died. He had married a daughter of Governor William Livingston, of New Jersey, and had been Judge of the Supreme Court of New Jersey. His daughter, Anna, was the wife of President W. H. Harrison. Symmes purchased 2,000,000 acres of land, including the present site of Cincinnati. His nephew, of the same name, is known as the author of the theory that the earth is hollow, habitable within, and open at the poles for the admission of light. He petitioned Congress to fit out an expedition to test his theory. This theory was first promulgated in 1818. Over his grave at Hamilton, Ohio, is a short column, surmounted by a globe, showing open poles.
- 28—1884—Corner-stone of the German Presbyterian Church, Atlantic City, laid.

## MARCH.

- 3—1676—The proprietors, freeholders and inhabitants of West New Jersey agreed upon a form of government, entitled "the concessions and agreements of the proprietors, freeholders and inhabitants of the province of West New Jersey, in America."
- 3—1848—The roar of Niagara Falls ceased and a great stillness settled over the district. The river above the falls ran dry on account of head winds and an ice jam. See March 22.
- 3—1854—Atlantic City incorporated by act of the Legislature.
- 6—1804—Jeremiah Leeds made his second purchase of land on Absecon Beach. See January 7 and July 5.
- 7—1898—Longport borough incorporated under act of New Jersey Legislature.
- 10—1753—French sloop "Mary Magdalene," Captain Dugea, lost on Absecon Beach in a violent northeast storm. The captain, four white men and a negro were lost. Two men saved by a whale-boat. Cargo of indigo, sugar and rum lost.
- 10—1896—St. James' Episcopal Church, Atlantic City, first opened as an all-the-year house of worship.
- 12—1887—Morris Guards organized in Atlantic City. See May 11.
- 12—1888—Blizzard throughout the East. Six feet of snow in Atlantic City in places. High winds next day (election day).
- 15—1731—Shore road from Port Republic to Somerspoint officially laid out. Original road built in 1716.
- 15—1856—Ferryboat "New Jersey," plying between Camden and Philadelphia, burned in the Delaware, about 60 passengers being lost. Some perished in the flames and others in the river, which was filled with floating ice. About 40 were rescued by boatmen.\*

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\* The "New Jersey" caught fire while attempting to make the passage to Camden. Caught in ice floes, her machinery disabled, the boat, which was an old one, drifted with the tide so near to the wharves between Arch and Market streets, Philadelphia, that some of the passengers almost jumped ashore, but before she could be reached she became unmanageable in the ice-jams, the flames swept over her, and sixty persons lost their lives, either burned to death or drowned when they leaped overboard, within sight of the people on the wharves. It was clearly proved that the boat had been a floating death trap for years.

The burning of the "New Jersey" was followed by the arrest of a number of prominent Jerseymen at a famous old Camden hostelry, owned by James Elwell, who died in 1881. For many years Mr. Elwell kept the railroad house at the foot of

## HESTON'S ANNALS.

- 15—1888—First electric motor introduced in Atlantic City by A. M. Heston, editor of the Atlantic Journal. Used for operating a printing press.
- 17—1852—Severe northeast storm along the coast; 125 vessels found a safe harbor, in advance of the storm, in Absecon Inlet, and many others at other inlets along the New Jersey coast.
- 17—1901—Collision ten miles off Atlantic City between schooners "C. A. White" and "Margaret B. Roper." The "White" sunk in ten minutes. Crew rescued by the "Roper."
- 19—1852—First railroad to Atlantic City chartered by the Legislature of New Jersey.
- 20—1893—John Somers, founder of Somerspoint, appointed by the Court of Cape May first supervisor of roads and constable for Great Egg Harbor.

Bridge avenue, known as Elwell's Hotel. The "magnates" of the old Camden and Amboy Railroad made this house their resort, and within its walls were held meetings affecting the political complexion of the state. In those days New Jersey was known as the "State of Camden and Amboy," the railroad corporation controlling its politics by setting up one man and putting down another in most of the legislative districts.

The old hotel was pulled down long before Mr. Elwell died, and its site is now covered by the numerous iron rails of the Pennsylvania company, lessee of the Camden and Amboy. That such a hotel ever existed is unknown to many people of to-day, and few could indicate the spot. Commodore Robert F. Stockton, Robert L. and Edwin A. Stevens, Captain John W. Mickle, General Cook, John McKnight, Robert Van Rensselaer and other railroad worthies figured there in days long gone by.

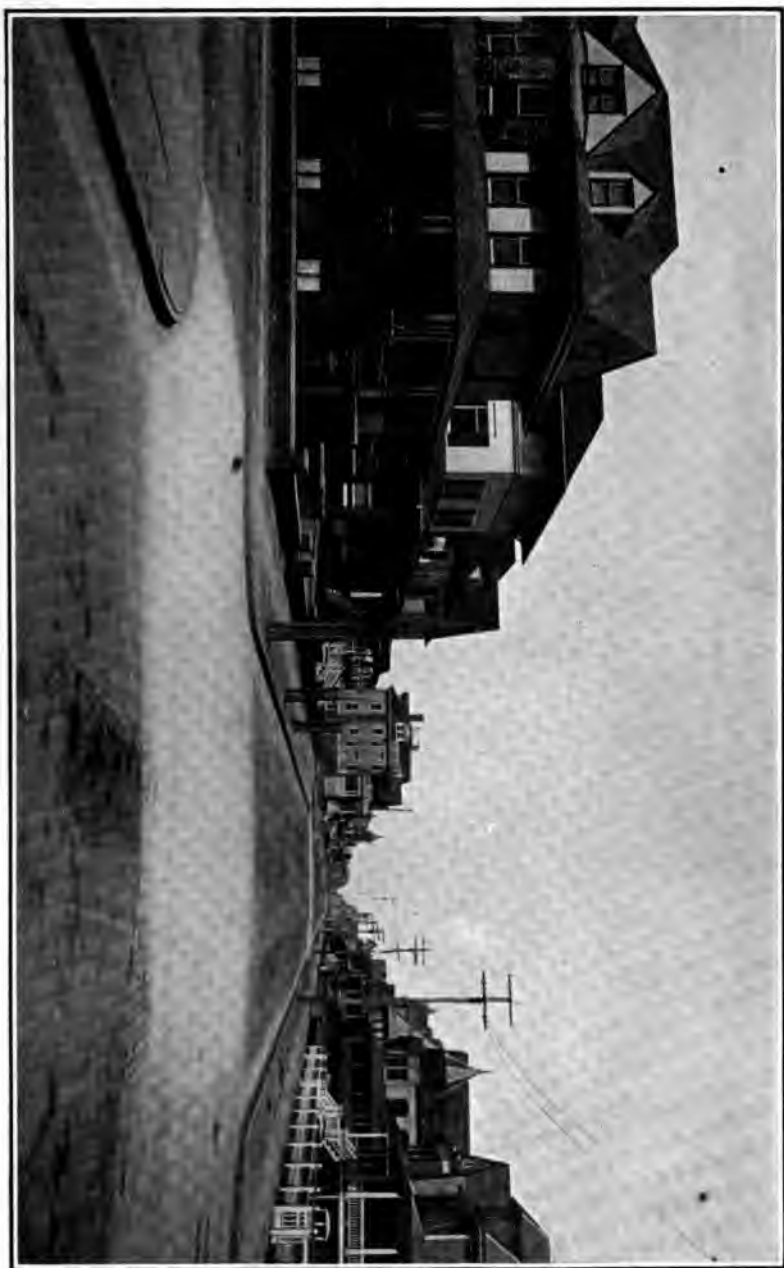
It was while they were at this hotel that Robert F. Stockton and his associates were arrested, after the burning of the "New Jersey". Thomas W. Mulford, prosecutor of the pleas, was awakened in the dead of night at his house in Pennsgrove, Salem County, and taken to Camden, where he caused some bereaved person to lodge a complaint against the directors. The latter were fortuitously at Elwell's Hotel, at an early hour in the morning, and were all arrested for manslaughter. Some of them were greatly surprised and so shocked by the gravity of the charge that they shed tears. The result was that New Jersey got jurisdiction of the case and none of the defendants were thrown into prison.

The opposition to the Camden and Amboy, in 1845, culminated in the election of Charles C. Stratton, the Whig nominee for Governor, over John R. Thompson, Democrat, candidate of the railroad company. Stratton, unlike Thompson, was a native born Jerseyman, and the opposition availed themselves of this fact to influence the native voters in favor of Stratton. It was the era of campaign poetry, and one John Leadbeater, of Camden, wrote and published a number of campaign verses, which were sung throughout South Jersey. One of these alluded to Richard F. Stockton, who was the chief promoter of the Delaware and Raritan Canal, as well as the dominating spirit of the Camden and Amboy Railroad. As a captain in the navy, he commanded a squadron on the California coast during the Mexican War. This Whig song was entitled, "Jersey Blues We Look to You," and was sung to the tune of "Lucy Neal." Three of the stanzas were as follows:

A captain bold, as I've been told,  
Who sails in Uncle's fleet,  
Has been enrolled, to use his gold,  
A Jersey Blue to beat.  
So Jersey Blues we look to you,  
To keep the spoilers out;  
This motley crew will never do,  
So mind what your about.

The Polkats, too, have joined his crew,  
To sell their native state;  
They'll never do, where men are true,  
They cannot seal her fate.  
The great nor small, want no canal,  
To hold corruption's sway;  
Their hopes so tall will get a fall,  
When comes election day.

This state is free, thus let it be;  
We want no iron track;  
Just let them see you scorn their plea  
To take it on your back.  
We see their aim, we see their game,  
They showed their hands too soon,  
The Captain's fame nor the Captain's name  
Can't save his favorite "John."



1. The first part of the document is a list of names.

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## HISTORICAL CALENDAR.

- 22—1896—Bessie Weaver Rech murdered by her husband, John Rech, near Mayslanding. He was sentenced to twenty years in State's prison.
- 22—1903—Niagara Falls on American side ran dry a second time. Winds drove the Lake Erie ice field into Buffalo harbor and the entrance to Niagara River. The flow of water in the river was checked and in shallow places the river ice lodged, causing a jam that shut off the water from the American channel. See March 3.
- 23—1773—The name "Absequean Beach" mentioned for the first time in the will of Frederick Steelman.
- 25—1868—Captain John Price, of Egg Harbor Township, frozen to death on the meadows west of Atlantic City. Severe storm, cold and snowfall of 18 inches.
- 1877—Steamer "Rockaway" wrecked off Pennsylvania avenue, Atlantic City. Boat went to pieces, but no lives were lost.
- 27—1898—Olivet Presbyterian Church, Atlantic City, dedicated.
- 31—1779—Ship "Mermald," Captain Snowball, of White Haven, England, with troops from Halifax for New York, driven out of its course and bilged at Little Egg Harbor. Of the 187 on board, 42 were saved. The 145 lost included 13 women and 7 children.

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Another song, entitled "Come Out for New Jersey's Own Son," was sung to the tune of "Star Spangled Banner." The following are some of the lines:

O say have you heard what the Polkites have done  
On the green fields of Trenton, where the battle was won,  
Where the blood of your sires so nobly was shed—  
Where the Hessians and Britons before Washington fled?  
Then come out for yourselves, ere the mischief be done,  
And vote for Stratton, New Jersey's own son.

\* \* \* \*

Say have you not heard of a railroad's great power,  
That has ruled o'er a neighbor and darkened her hour.  
Where prosperity beamed on each valley and hill  
Corruption now reigns o'er the people's own will.

\* \* \* \*

Choose one that is free, yes free from the spoil,  
Whose breath was first drawn on your own native soil;  
Choose one that you know to be virtuous and true,  
A son of old Broad Seal, a true Jersey Blue.

Still another Whig song was entitled "Come Jersey Blues and Lend a Hand and was sung to the tune of "Yankee Doodle." One of the stanzas read—

Come Jersey Blues and lend a hand  
To save the Broad Seal State,  
The railroad with its selfish hand,  
Conspires to seal your fate.  
Then Jersey Blues, keep off the track,  
Beware of John R. Thompson,  
Keep the railroad off your back,  
And vote for Charley Stratton.

These and other political songs, together with a number of devotional and didactic hymns and miscellaneous rhymes, were printed for private circulation in 1950, in a curious little volume entitled "Literary Remains of John Leadbeater, Jr."

Dr. Reynell Coates was another of the habitués of Elwell's Hotel in those days. He ran for the Vice Presidency of the United States, on the Native American ticket, which circumstance gave him great importance with the circle at the foot of Bridge avenue, Camden. He was then editing the *American Banner*, with John H. Jones, the war horse of his party. Jones ran for Congress as a Native American in 1858, but was defeated by John T. Nixon, afterwards United States District Court Judge. Jones subsequently became the editor of the Camden *Democrat*. Dr. Coates was an eloquent and earnest partisan of his principles, and the luckless stranger who entered into a controversy with him was pretty sure to come to grief. At an earlier date (1838) the doctor was to have gone with Commodore Charles Wilkes on the scientific exploring expedition as naturalist, and he provided himself, as part of his outfit, with a number of pairs of very long boots, to be used in exploring strange waters for strange insects. For some reason the doctor did not go and his boots were preserved for some years, an object of interest and the wonder of his fellow boarders at Elwell's.

## HESTON'S ANNALS.

### APRIL.

- 1-1816-Jeremiah Leeds leased to John Bryant land on Absecon Beach, "with the privilege of erecting a dwelling house and salt works, and of pasturing two cows and team for the salt works."
- 2-1869-Present boundaries of Atlantic City fixed by act of the Legislature.
- 3-1703-John Hutchinson conveyed to Andrew Heath, Zebulon Heston, Richard Ayre and Abiel Davis two acres of land in Hopewell, near the present city of Trenton, as a site for a public meeting house and place of burial. This was the first house built for public worship in the State, excepting that of the Quakers. It was occupied by the Episcopalians until their church was built in Trenton.
- 3-1902-Largest fire in the history of Atlantic City. Extended from Illinois to New York avenues, along Boardwalk. Loss about \$800,000.
- 4-1750-House of Elisha Smith, in old Egg Harbor Township, struck by lightning. Both ends of house destroyed, but none of the 11 occupants injured.
- 4-1863-Greatest snow storm of the winter season of 1862-63.
- 5-1898-First election in Longport.
- 7-1899-Return of Morris Guards from camp at Greenville, S. C., where they had awaited orders to the front in the Spanish war. Reception and banquet in Morris Guards armory. See July 12.
- 8-1782-Naval victory of Lieutenant Joshua Barney over the British, opposite Cape May. The "Hyder Ali," 16 guns and 110 men, defeated the "General Monk," 20 guns and 136 men. American killed, 4; British, 20.
- 8-1862-Furious snow storm in Atlantic City.
- 8-1884-A very heavy snow fall in New Jersey.
- 9-1737-Snow 20 inches deep in New Jersey.
- 9-1897-Atlantic City Academy of Medicine organized.
- 13-1874-Atlantic City Horse Car Railroad Company organized under a charter granted in 1869. The same day Council passed another ordinance, extending the franchise to Atlantic avenue from New Hampshire to Ohio avenues. This track was laid the following October as far as North Carolina avenue, and the old rails are now beneath the surface of the street, covered by the tracks of the Pennsylvania Railroad. See February 8 and May 17.
- 15-1853-Streets of Atlantic City dedicated to public use by map.
- 15-1865-News of the death of President Lincoln received in Atlantic City and other places in New Jersey with great sorrow. A public meeting to give expression to the public grief was held in the First M. E. Church, of Atlantic City. The Presbyterian and Catholic Church bells were tolled and every flag in the city was at half mast. A few days later a special train to Philadelphia conveyed citizens to that city to see the remains in state in Independence Hall.
- 16-1790-John Fitch, inventor of the steamboat, propelled his fourth steamboat on the Delaware. All through the season of 1790 she made regular trips from Philadelphia to Trenton, Bordentown, Burlington, Bristol, Chester and Wilmington. Her speed was eight miles an hour, and she traveled at least 2,000 miles. The cylinder used by Fitch in this vessel was made by a man named Drinker, whose bog ore iron furnace was on the Little Egg Harbor River, Atlantic County.
- 16-1854-Severe storm tide on meadows washed away the road-bed of the first railroad to Atlantic City, then nearly completed. The ship "Powhatan" was wrecked above Atlantic City, with 311 persons on board, all of whom were lost. Many bodies washed ashore on Atlantic City beach. The same day the "Manhattan," with nine persons on board, was wrecked on Brigantine. Eight lost.
- 19-1896-First train run over the Delaware river bridge from Philadelphia to Atlantic City.
- 21-1789-Enthusiastic welcome to Washington at Trenton, while on his way to be inaugurated in New York. Triumphant arch over Assanpink Creek Bridge. Maidens sang a patriotic song written for the occasion and six girls, Sally Howe, Mary Cox, Sally Alry, Betsy Milnor, Margaret Lowry and Sally Collins, strewed flowers in his path. The day was cloudy and the ground covered with snow and slush.

## HISTORICAL CALENDAR.

- 24—1889—Electric trolley cars began running in Atlantic City, succeeding the mule cars, which had been used for many years.
- 26—1893—Erection of United States Hotel, Atlantic City, begun. Opened July 1, 1894.
- 26—1887—Fire at Indiana avenue and Boardwalk. Park baths burned. Loss, \$25,000.
- 26—1894—Atlantic City park act passed by New Jersey Legislature.
- 27—1896—Olivet Presbyterian Church, Atlantic City, begun by withdrawal of 74 members from the First Presbyterian Church.
- 30—1889—Services commemorative of the hundredth anniversary of the inauguration of Washington held in the First Presbyterian Church, Atlantic City. Services also in St. Nicholas' Catholic Church. Flags and bunting throughout the city.

## MAY.

- 1—1854—First election held in Atlantic City. Eighteen votes cast in a cigar box.
- 1—1865—Col. William E. Potter, of Bridgeton, then with his regiment in Virginia, detailed to deliver the colors surrendered by General Lee, at Appamatox, to Secretary of War Stanton.
- 1—1890—Fare on electric cars in Atlantic City reduced to 5 cents.
- 2—1854—First marriage in Atlantic City, but not the first on Absecon Beach. Joseph J. Elliott, a painter, married to Susannah Cummings, a seamstress. See December 28.
- 2—1890—Merchants' Bank, in Atlantic City, closed.
- 2—1899—Fire on Presbyterian avenue, above Atlantic, Atlantic City. Loss, \$10,000.
- 2—1901—Enthusiastic public welcome in Atlantic City to Lieut. J. S. Jagmetty, Forty-first Regiment, United States Volunteers, and Private Everitt Matlack, returned from the Philippines. Parade, fireworks and reception in Morris Guards Armory.
- 4—1630—First purchase of lands from the Indians in New Jersey. Peter Heyser and Gillis Hosset, Dutch settlers, purchased from nine resident chiefs a tract 16 miles long and 16 wide about Cape May.
- 4—1774—Galloway Township, Atlantic County, formed by "special grant" of George III.
- 4—1837—First deed recorded in the new county of Atlantic. D. Robert conveyed to Samuel Saunders forty acres of land in Egg Harbor Township.
- 4—1900—A whale washed up on the beach near Brigantine Life Saving Station. It measured 30 feet.
- 8—1853—Staking out of the streets of Atlantic City begun by Richard F. Stack, surveyor.
- 8—1897—Ship "Francis," having caught fire, was beached on the bar opposite Little Egg Harbor Inlet. Crew of 25 saved. Vessel and cargo lost.
- 10—1837—First meeting of the Atlantic County Board of Freeholders at Mayslanding.
- 10—1890—Atlantic City Boardwalk (destroyed on September 9, 1889), rebuilt and dedicated this day, with parade, fireworks, &c. Cost, \$50,000.
- 11—1886—Legislature of New Jersey passed what is known as the "Beckwith act" (being introduced by Assemblyman James S. Beckwith, of Atlantic City), changing local elections from November to March, making the term of mayor two years and councilmen three years. Also creating the Board of Education. The Legislature of 1901 passed what is known as the anti-spring election act (approved February 28), doing away with spring elections in all cities, and providing for one election a year—in November.
- 11—1887—Morris Guards, Atlantic City, incorporated. See March 12.
- 16—1897—Atlantic City Homoeopathic Club organized.
- 17—1875—Franchise of the Atlantic City Horse Car Company repealed by Council. See February 8 and April 13.
- 18—1682—Legislature of New Jersey passed an act providing that "Mark Newble's half pence, called Patrick's half pence, shall pass for current pay of this province." Newble had established the first bank of issue in America in a log cabin near the present city of Camden. Thirty years before this (May 27, 1652), the General Court of Massachusetts had issued an order establishing a "mint house" at Boston, for the coinage of 3-pence, 6-pence and 12-pence pieces. In 1662 a two-penny piece was added to the

## HESTON'S ANNALS.

- series. This mint existed about 34 years. See January 7 and November 19.
- 18-1884—Fire on north side of Atlantic avenue, near Virginia. Loss, \$10,000.
- 20-1755—Great Fire in Little Egg Harbor. Started in the cedar swamps and "burned with such violence that in a few days' time it rendered desolate lands to the extent of nearly thirty miles, and most of the inhabitants reduced thereby to mere penury and want."
- 22-1812—Col. Richard Wescoat, a Revolutionary soldier, deeded land in Mayslanding between the Presbyterian and M. E. Churches for a public burying ground.
- 23-1775—The second New Jersey Provincial Convention met at Trenton and directed that one or more companies of 80 should be formed in each township. See August 5.
- 22-1854—Map of the streets of Atlantic City recorded at Mayslanding.
- 25-1814—First battalion for the protection of the coast about Egg Harbor organized, with John R. Scull as captain. Mustered out February 15, 1815.
- 26-1686—Settlers in old Gloucester County (whereof Atlantic County is a part) met at Arwames, now Gloucester, and two days later, by mutual compact, they formed the county of Gloucester.
- 29-1854—Track laying on Atlantic avenue, Atlantic City, begun.
- 29-1868—In accepting the nomination for the Presidency, General Grant wrote his famous words, "Let us have peace."
- 31-1889—Great flood at Johnstown, Pa. The loss of life was 2,187. Atlantic City contributed towards the relief of the sufferers \$4,077.48 in cash, besides many cases of food and supplies.

## JUNE.

- 3-1901—British steamer "Ranald," from Trinidad to New York, wrecked off Atlantic City. Sunk the next day. Crew saved; cargo of asphalt lost.
- 4-1889—Citizens of Atlantic City met in the old City Hall to raise money and supplies in aid of the sufferers by fire and flood at Johnstown, Pa. (See May 31.) A second meeting was held June 8 and a third on June 11. Besides the cash contributions of over \$4,000, supplies valued at about \$2,000 were collected and forwarded.
- 7-1899—Ground broken for the Boice annex to Atlantic City Hospital, being also the wedding day of Miss Elizabeth Boice, the donor, now Mrs. Clarence D. Nourse, of Washington. See November 30.
- 8-1892—Corner stone of St. Andrew's Lutheran Church laid in Atlantic City.
- 15-1874—Centennial Commission visited Atlantic City.
- 16-1880—Third railroad (West Jersey and Atlantic) to Atlantic City opened.
- 16-1901—All Saints' Church (Episcopal) dedicated in Atlantic City.
- 18-1888—Grand Opera House first opened in Atlantic City by Frank Mayo, the celebrated American actor. Building destroyed by fire on August 17, 1893.
- 19-1882—Water first turned into mains of Atlantic City water works.
- 20-1889—Andrew Grimes, a sailor, convicted of the murder of John Martin, mate of the schooner "Annie S. Carlil," while at anchor in Absecon Inlet, on Christmas afternoon, 1888. Grimes was hung.
- 21-1634—"New Albion" granted to Edward Ployden by the Earl of Stafford. New Albion included the whole of what is now New Jersey, and here Ployden and Beauchamp Plantagenet proposed to set up a western principality, with all the forms of a European monarchy. The venture failed.
- 22-1892—Fire at New York avenue and Boardwalk. Academy of Music and other buildings burned. Loss \$52,900.
- 23-1664—James, Duke of York, conveyed the present State of New Jersey to Lord Berkeley and Sir George Carteret for the consideration of "ten shillings, lawful money of England," and a rental of one "peppercorn," to be paid on the day of the nativity of St. John the Baptist, if legally demanded.
- 23-1859—First Presbyterian Church of Atlantic City dedicated.
- 24-1852—Camden and Atlantic Railroad Company organized. See September 7.

## HISTORICAL CALENDAR.

- 25-1838—Fire at Connecticut avenue and the Boardwalk, Atlantic City. Loss, \$9,000.
- 26-1870—First boardwalk in Atlantic City finished. It cost \$4,500 and was paid for with the proceeds of a \$5,000 bond issue, the \$500 being the customary bonus paid to the purchaser in those days.
- 27-1854—First postmaster of Atlantic City (Robert B. Leeds) appointed.
- 29-1854—First meeting of the Atlantic City Council. No quorum present. See July 3.
- 29-1880—First Baptist Church of Atlantic City organized.
- 30-1882—Second fire company, the Atlantic, incorporated in Atlantic City.

## JULY.

- 1-1676—The divisional line between East and West Jersey agreed upon, the line to extend "from the east side of Little Egg Harbor, straight north through the country, to the utmost branch of the Delaware River."
- 1-1854—First train to Atlantic City. Six hundred excursionists and a banquet in the United States Hotel.
- 1-1872—First newspaper in Atlantic City, the Review, published by A. L. English. Now published by J. G. Shreve.
- 3-1854—Atlantic City Council met for organization. No one present to administer the oath. See September 6.
- 4-1780—Ladies of Trenton assembled for the purpose of manifesting their "zeal in the glorious cause of American liberty," and to ask the co-operation of ladies "well disposed through the State." The committee appointed included for the county of Gloucester (including the present Atlantic County) Mrs. (Colonel) Clark, Mrs. (Colonel) Wescoat, Mrs. (Colonel) Ellis, Mrs. (Colonel) Hugg, and Mrs. Bloomfield.
- 4-1854—First train for public travel to Atlantic City.
- 5-1804—Jeremiah Leeds made his third purchase of lands on Absecon Island. See January 7 and March 6.
- 6-1882—First Baptist Church in Atlantic City completed.
- 8-1780—Naval battle twenty-five miles off Atlantic City between the British brig "Admiral Rodney," Captain Daniel Moore, and the American brig "Kolker," of 16 guns. Captain Moore was fatally wounded and buried in Trinity churchyard, New York.
- 8-1836—Present 40-foot wide boardwalk in Atlantic City dedicated to public use. Grand demonstration in the afternoon and evening.
- 12-1882—First ocean pier in Atlantic City—Howard's, at the foot of Kentucky avenue—formally opened. Destroyed by a storm the next year and rebuilt. Purchased by the city for \$10,000 in 1889 and taken down.
- 12-1898—Morris Guards with 120 men (forming Company F, Fourth New Jersey Infantry, U. S. Volunteers) left Atlantic City for Camp Voorhees, Sea Girt, preparatory to active work in the Spanish war. Farewell receptions on the evening of the 11th on the Steel Pier and at Hotel Dennis and in Morris Guards Armory on the 12th. See April 7.
- 14-1749—First recorded robbery in Atlantic County. Samuel Somers, living on Great Egg Harbor River, near what is now Somers-point, was robbed of a trunk containing 56 deeds of lands, bonds to the value of £1,000, a blue camblet coat lined with coarse shalloon of a reddish color, a brown silk camblet jacket lined with light-colored tammy and a new beaver hat. Reward for apprehension of thief, £20.
- 18-1874—Yacht "A. B. Thompson" capsized in the Inlet, Atlantic City. Daniel O. Sharpless and wife, and their daughter, Miss Caroline Sharpless; Master Alfred Sharpless and Miss Anna Roberts were drowned. The wife of Hon. Edward Bettie and a Mr. Clarke were saved.
- 18-1897—Roman Catholic Church, "Our Lady, Star of the Sea," dedicated.
- 22-1736—Benjamin Franklin announces in the Pennsylvania Gazette: "The printer hopes the irregular publication of this paper will be excused a few times by his town readers, on consideration of his being at Burlington with the press, laboring for the public good, to make money more plentiful." This manner of "making money more plentiful" was the issuing of forty thousand pounds of paper bills of credit by the province of New Jersey, for the printing of which Franklin had received the contract at 160 pounds, although William Bradford, of the New York Gazette, had offered to do it for 100 pounds.

## HESTON'S ANNALS.

- 23—1766—New Jersey Medical Society—the first in America—organized. Three years later, the term "doctor" was first applied to medical practitioners in America.
- 23—1900—\$90,000 bonds for the new City Hall in Atlantic City sold at a premium of \$9,000. Ground broken for the new buildings. See August 17 and September 22.
- 25—1837—First court of justice in the new county of Atlantic held at Mayslanding.
- 25—1874—General U. S. Grant, President of the United States, visited Atlantic City this day (Saturday) and remained until the following Monday. Received by Mayor Souder at the United States Hotel.
- 26—1857—First services in First Presbyterian Church, Atlantic City.
- 27—1877—Second railroad (narrow gauge) to Atlantic City opened.
- 27—1881—Atlantic City divided by ordinance into wards. See December 12.
- 30—1896—Most appalling railroad accident in the history of New Jersey. Collision of Pennsylvania and Reading Railroad trains on the meadows, one mile west of Atlantic City; 47 lives lost and more than 100 severely injured.

## AUGUST.

- 1—1868—Corner stone of St. James' Episcopal Church, Atlantic City, laid. Finished July 4, 1869. All-the-year services begun March 10, 1897.
- 1—1896—Water works became the property of Atlantic City at a cost of \$771,782. Cost increased (by extension) to \$1,088,500 in 1901.
- 3—1884—St. Paul's M. E. Church (old building at Ohio and Arctic avenues) dedicated.
- 4—1888—Robert Elder murdered his father at Hammonton. Hung on January 3, 1889.
- 8—1899—Crematory of Atlantic City partly burned. Loss, \$12,000.
- 10—1879—Church of Ascension (original site Pacific avenue, below Michigan) opened for divine worship.
- 10—1884—Three earthquake shocks felt in Atlantic City a few minutes after 2 P. M. on Sunday. Great alarm among visitors. The commotion lasted about eight seconds.
- 11—1880—Dreadful railroad accident at Mayslanding. Twenty-seven persons killed and about the same number shockingly injured.
- 14—1724—First survey of Brigantine Beach by Peter White. Survey recorded in surveyor-general's office, Burlington.
- 16—1780—Jack Fenton, a patriot, who rendered valuable services as a scout at Chestnut Neck, forks of the Mullica and Tuckerton, killed in battle near Camden, S. C.
- 16—1781—Joseph Mulliner, notorious Tory in South Jersey, hung at Burlington.
- 16—1884—Mercer Memorial Home, Atlantic City, formally opened.
- 17—1893—Fire on Atlantic avenue, near Tennessee. City Hall, Opera House and other buildings destroyed. Loss, \$54,700.
- 17—1896—The name "Boardwalk" officially given, by resolution of City Council, to the new elevated walk in Atlantic City.
- 18—1779—Captain Taylor, of the schooner "Mars," captured a British packet, mounting 14 guns, taking 45 prisoners. On the 21st he fell in with a large ship and a frigate of the enemy, who gave chase and retook the packet. Captain Taylor escaped with his own vessel and the prisoners into Great Egg Harbor.
- 20—1898—Property on Ohio avenue, near Pacific, purchased by Atlantic City Hospital Corporation. See February 12 and November 30.
- 21—1856—Corner stone of First Presbyterian Church, Atlantic City, laid.
- 23—1885—Vice President Thomas A. Hendricks visited Atlantic City, stopping at the Hotel Traymore.
- 24—1824—Charles Thompson, secretary of the Continental Congress, died at his home, about ten miles west of Philadelphia. He had once been interested in an iron works at Egg Harbor, N. J.
- 24—1876—Jersey Day at the Centennial Exhibition, Philadelphia. Many thousands of visitors from New Jersey and a reception in the New Jersey building.
- 26—1874—Officials of Cincinnati visited Atlantic City. Cannon fired in front of Schauler's Hotel. Reception and speech by Mayor Gardner.
- 26—1889—Eva Hamilton, wife of Robert Ray Hamilton, of New York, stabbed her nurse at the Noll Cottage, on Tennessee avenue,

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## HISTORICAL CALENDAR.

Atlantic City. She was convicted of murderous assault and sentenced to two years in State's prison. Pardoned on November 25, 1890.

29-1758—Lands at Edgepelick, Burlington County (3,044 acres), sold to the five Indian Commissioners as a home for the remnant of the Delawares. It is now known as Indian Mills.

## SEPTEMBER.

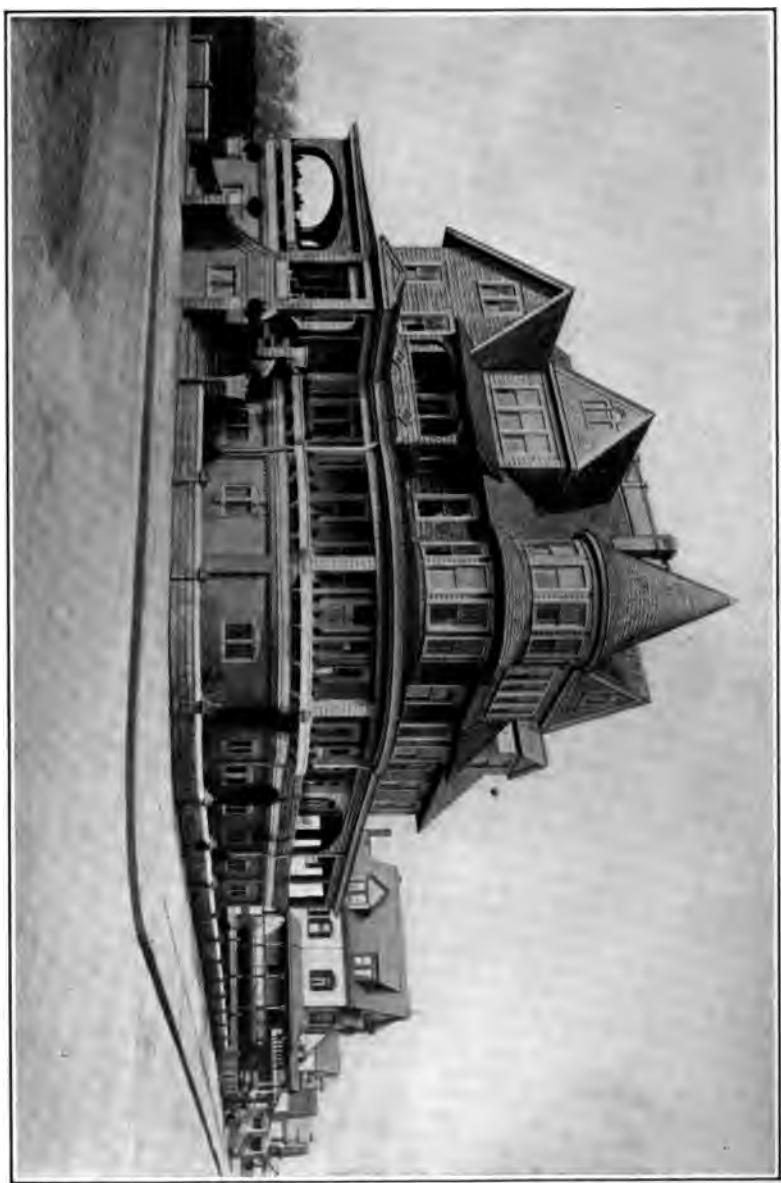
- 1-1609—Henry Hudson, in the Dutch ship "Half Moon," discovered Absegami (Absecon Beach) and Eyren Haven—the land west of Atlantic City. He did not enter any of the inlets until he reached Barnegat.
- 2-1655—Dutch soldiers from New Amsterdam (New York) under Peter Stuyvesant assaulted the Swedish fort on Tinicum Island, in the Delaware. After 14 days' siege, "for want of ammunition and men," the Swedes surrendered, though they had the satisfaction of marching out of the fort "with their arms carrying, their colors flying and their drums beating."
- 4-1804—The ketch "Intrepid," commanded by Lieutenant Richard Somers, of Somerspoint, exploded in the harbor of Tripoli. Somers, with his crew of 12 men, was killed.
- 4-1864—President Lincoln wrote to Eliza P. Gurney, then at Atlantic City, expressing his gratitude "to the good Christian people of the country for their constant prayers and consolations," and expressing his belief that "the purposes of the Almighty are perfect and must prevail." He added: "We hoped for a termination of this terrible war long before this, but God knows best, and has ruled otherwise." Miss Gurney was a well-known Friend, living in Philadelphia, but with a summer home on Virginia avenue, below Pacific, Atlantic City.
- 6-1854—First regular meeting of the Atlantic City Council. The alderman-elect, having previously qualified at Mayslanding, swore in the other members.
- 7-1852—Construction of Camden and Atlantic Railroad begun. See June 24.
- 8-1900—Most calamitous storm in the history of the United States. A terrific cyclone struck Galveston, Texas, and in a few hours the city was in ruins. The loss of life could not be told positively, but it approximated 8,000. Atlantic City contributed \$3,788.08 in cash toward the relief of the sufferers. Writing to A. M. Heston, treasurer of the local fund, Mr. John Seely, treasurer of the general fund at Galveston, said: "Your city's generosity will be everlastingly remembered by our people."
- 9-1765—Ship "Faithful Steward," with a quantity of stamp act paper on board, came ashore on Absecon Beach. One boatload of passengers, in trying to get ashore, was swamped and all were lost.
- 9-1889—Wind and tide do greater damage in Atlantic City than ever before. Storm continued until the 11th. More than half the boardwalk destroyed. Damage, \$200,000.
- 10-1677—All the land in New Jersey, between the Rancocas and Timber Creeks (including the present bounds of Atlantic County) deeded by the Indians to the proprietors.
- 11-1782—Captain Douglas, with Gloucester County militia, attacked a Tory boat at Egg Harbor, with 18 Tories on board, of whom 14 were shot or drowned.
- 11-1889—Fire at Texas avenue and beach, Atlantic City. Loss, \$14,500.
- 12-1758—First of two deeds from the Indians by which they relinquished all their rights to lands in New Jersey. This year completed the exodus of the Delaware Indians from New Jersey.
- 12-1889—Bark "Geestemunde" came ashore opposite the lower end of Atlantic City. Crew of 18 saved; vessel and cargo total loss.
- 15-1778—Richard Somers born at Somerspoint. He became a commander in the United States Navy and was killed in the voluntary explosion of the ketch "Intrepid" in the harbor of Tripoli on September 4, 1804.
- 15-1886—Commissioners appointed to adjust boundary line between Atlantic and Burlington counties, in dispute for nearly 100 years, reported to Supreme Court and gave all the disputed territory to Atlantic County. See February 17 and November 9.
- 16-1788—John Peter Brissot, a French traveler, visited Absecon Island, to enjoy the fishing and gunning. He afterwards wrote of the excellent climate of the island.

## HESTON'S ANNALS.

- 16-1900—Sergeant Evremond De Hart, of Atlantic City, aged 23, killed in battle on the Philippine Islands, being the first soldier from Atlantic City killed in the Philippine war. See November 4.
- 19-1749—Two sloops, one commanded by Captain Davidson, driven ashore and lost on Brigantine Beach.
- 20-1777—Legislature of New Jersey made the Continental bills a legal tender while in session at Haddonfield.
- 22-1900—Corner stone of the new City Hall, Atlantic City, laid. See July 23 and August 17.
- 24-1777—Legislature of New Jersey adjourned from Haddonfield to Princeton. John Cooper was the member of Council from old Gloucester County, of which the present Atlantic County is now a part.
- 26-1881—Public services in Atlantic City in memory of President Garfield, at the First Presbyterian Church. Business places all closed. Remarks by Revs. T. L. Bally, Edward Bryan, Z. T. Dugan, Cline and Thomas Sovereign. Senator J. J. Gardner made an eloquent address. Remarks were also made by Dr. T. K. Reed and Harry L. Slape, Esq.
- 27-1742—First recorded murder in what is now Atlantic County. The Pennsylvania Gazette of September 30, 1742, says: "On Wednesday night Mr. Richard Philpot, of Great Egg Harbor, in West New Jersey, was murdered in his own house by two men. 'Twas suppos'd he had money, but the villains missed of it. One of them is since taken and committed to Burlington goal, but the other escaped. His name is Timothy Dennis, supposed to be about 30 or 40 years of age, of middle stature, well set, full faced, dark brown hair, wears an old blackish wig, green frize jacket, and either striped ticken breeches or trousers, also striped ticken jacket. A reward is offered by the executors of the deceased for bringing the aforesaid murderer to justice."
- 29-1881—Corner stone of First Baptist Church, Atlantic City, laid.
- 30-1777—Two British regiments, under Colonel Sterling, crossed the Delaware from Chester and demolished the fort at Billingsport. First Sergeant William Ellis, of the American garrison, killed by a cannon ball, which "took off both his legs above the knees."

## OCTOBER.

- 2-1896—\$700,000 of Atlantic City water bonds, signed and sealed but never delivered, which had lain in the banks of Atlantic City forgotten, burned at the Union National Bank, at the request of City Comptroller Heston, made to City Council.
- 5-1765—Ship Royal Charlotte, bearing stamp act paper for New Jersey, arrived at Philadelphia. As the ship rounded Gloucester Point, those in the harbor hoisted their colors at half-mast; the bells were muffled and the citizens gave evidence of mourning. The stamp act was passed March 22, 1765.
- 5-1884—Narrow gauge railroad to Atlantic City changed to broad gauge.
- 6-1778—British force, numbering 800, entered Great Bay and Mullica River and attacked the fort at Chestnut Neck. The garrison fought until their ammunition was gone and then retreated, covering the women and children, who fled to the woods. British burned all of the 30 prize vessels and merchantmen in the harbor, plundered the village and destroyed the fort.
- 8-1898—Fire on Boardwalk, between South Carolina and Ocean avenues. Loss, \$169,190. Largest fire in Atlantic City to date.
- 11-1664—Dutch on the Hudson and Delaware gave formal submission to the English.
- 12-1893—Fire at Connecticut avenue and Boardwalk, Atlantic City. Loss, \$9,000.
- 13-1870—Schooner "Rapidan" driven ashore during a storm near Atlantic City lighthouse. Floated four weeks later.
- 15-1778—Massacre of part of Pulaski's Legion near Tuckerton by British and Tories, commanded by Captain Ferguson; 40 men killed and 5 taken prisoners. The enemy retreated precipitately on the approach of Pulaski.
- 22-1777—Fort Mercer, at Red Bank, garrisoned by 400 Americans, under Col. Christopher Greene, of Rhode Island, attacked by 2,000 Hessians under Count Donop. After a furious fight, lasting 40 minutes, the Hessians were defeated with the loss of 87 killed, 201 wounded and 20 prisoners. The American loss was 14 killed, 22 wounded and 1 prisoner. Count Donop and Col.



1. The first part of the document is a list of names and dates.

## HISTORICAL CALENDAR.

- Mingerode, of the Hessians, were among the killed. The enemy retreated in great confusion. This was really one of the most glorious victories of the Revolution.
- 24—1897—Worst northeast storm in the history of Atlantic City began this day (Sunday) and continued until Tuesday. Communication with the mainland was entirely cut off. No trains in or out until Wednesday.
- 25—1782—British cutter from St. Thomas, with supplies for the British in New York, grounded on the southern end of Brigantine Shoals. Captain Steelman, with 25 patriots, encamped on the shore opposite the wreck that night, were attacked by Tories under Captain John Bacon. Steelman and about 20 of his men were killed.
- 29—1797—Dr. Jonathan Pitney, of Absecon village, one of the earliest advocates of a resort on Absecon Beach (Atlantic City), born at Mendham, Morris County.

## NOVEMBER.

- 3—1813—Captain Barton and two men from Mayslanding captured in their schooner "New Jersey," near Cape May, by a British armed vessel, whose captain placed one of his midshipmen and three men on board, directing them to follow the armed vessel. Captain Barton and his men overpowered their captors and dextrously ran the vessel into Somerspoint harbor, with the prize master and his men as prisoners.
- 4—1900—Sergeant Evremond De Hart, killed in battle with the insurgents, in the Philippine Islands, on September 16, buried from the home of his parents, in Atlantic City. Services at First Baptist Church. Body escorted by Company L, New Jersey National Guards, Morris Guards, Joe Hooker Post, G. A. R., and Sons of Veterans. Interment at Pleasantville.
- 5—1900—Great Republican demonstration in Atlantic City. "McKinley and Roosevelt," "Prosperity and Sound Money," "Our Country and Our Flag, from Maine to Manila," the key note of the paraders.
- 6—1869—Commodore Charles Stewart, "Old Ironsides," distinguished naval officer, died at his home, in Bordentown. As he lay dying in the afternoon a window was thrown up to admit the warm, fresh air. Soon a little bird flew in, hopped to the bedside of the dying hero, and perched near his head, filled the room with its melodious song.
- 8—1875—Old City Hall, Atlantic City, finished. See November 23.
- 9—1885—Hon. Joseph Thompson and General Elias Wright erected monuments designating the boundary line between Burlington and Atlantic Counties, near the sea coast, according to the decision of a commission appointed by the Supreme Court of New Jersey. This line was in dispute for almost a century. See February 17 and September 15.
- 12—1897—Schooner "Mattie B. Russell" ran ashore off Great Harbor Bay. Crew saved; vessel and cargo lost.
- 13—1900—Westminster Presbyterian Church organized in Atlantic City by a committee of the West Jersey Presbytery.
- 18—1755—Shock of earthquake in New Jersey, at 4 o'clock in the morning. Lasted two minutes.
- 20—1898—St. Paul's M. E. Church, Atlantic City, dedicated.
- 20—1900—Chelsea Presbyterian Church organized in Atlantic City.
- 22—1875—First meeting of Atlantic City Council in the old City Hall.
- 25—1888—Terrific storm in Atlantic City—"in severity and damaging results unequaled in the history of the city" up to that time. Lasted from early Sunday morning, 25th, to late Monday night, 26th.
- 26—1877—First legal execution in Atlantic County. John Hill and John Fullen hanged at Mayslanding for the murder of George Chislett, living at Hell Neck.
- 26—1882—German Presbyterian Church, in Atlantic City, organized.
- 26—1898—Severe snow storm at Atlantic City and other parts of New Jersey; 14 inches of snow. After snow fall, severe wind storm. Schooners "Abel E. Babcock" and "Samuel W. Tilton," of Somerspoint, lost near Boston. Crew of the "Babcock" saved.
- 30—1898—Frame building of the Atlantic City Hospital formally opened, this (Thanksgiving) day. Many persons inspect the building, erected by Mrs. Elizabeth Bolce Nourse, as a memorial of her father, Henry Bolce. See February 12, June 7 and August 20.

## HESTON'S ANNALS.

### DECEMBER.

- 2—1896—St. Monica's Roman Catholic Church, Atlantic and California avenues, Atlantic City, destroyed by fire. Loss, \$30,000.
- 2—1900—Christ Methodist Protestant Church, Pacific and Belmont avenues, Atlantic City, dedicated.
- 4—1874—The United States Fire Company—the first in Atlantic City—organized.
- 7—1737—Shock of earthquake in New Jersey at night, accompanied by rumbling noises. "People waked in their beds, the doors flew open and bricks fell from chimneys."
- 7—1852—First purchase of land on Absecon Beach (Atlantic City) by land company, at \$17.50 per acre. See February 12.
- 8—1852—The "Rainbow," Captain Fairclayke, wrecked on Brigantine Beach. Seven persons on board saved.
- 10—1873—United States signal station first opened in Atlantic City.
- 12—1630—David Pieterseon De Vries sailed from Texel, Holland, and arrived in the Delaware during the winter. He found Fort Nassau, erected by Captain Cornelius Jacobson Mey, near the mouth of Timber Creek, in 1623, in ruins.
- 12—1887—Atlantic City divided by ordinance into four wards, instead of two. City Solicitor Endicott, on February 8, 1888, advised City Council that this ordinance of 1887 was illegal, Council having exhausted its powers under the legislative authority when in 1881 it divided the city into two wards. See July 27.
- 13—1766—Gloucester Fox Hunting Club organized in Philadelphia. Most of the members afterwards formed the First City Troop and served in the Revolutionary Army. The hunting was mostly in old Gloucester County, one chase extending to Absecon Beach.
- 13—1887—Second National Bank of Atlantic City chartered.
- 14—1779—Colonel Richard Wescoat, of Egg Harbor, wrote to Hon. William C. Houston, member of Congress from New Jersey, that he had visited Absecon Beach and got all the wine belonging to the United States landed on the beach, "excepting four or five casks, which were bilged and almost out."
- 15—1884—Ordinance authorizing construction of underground sewerage in Atlantic City passed.
- 16—1900—St. Paul's M. E. Church, Atlantic City, celebrated its twenty-first anniversary.
- 21—1898—Daniel Morris, first surveyor of Atlantic City, died at his home on Kentucky avenue.
- 21—1900—First real snow storm of the winter. Snow 13 inches deep in Atlantic City on a level. Snow all gone in Atlantic City by the 25th.
- 24—1692—Jeremiah Basse, agent of the proprietors, notified by the latter, from England, not to sell any of the land on the seacoast of New Jersey. "Sell none of ye land that lies convenient for whale fishing till ye heare further from us, for that wee will not sell."
- 24—1900—Steamer "Antilla," Captain S. T. Montell, from Nassau, Bahama Islands, for New York, ran ashore in a fog on the Great Egg Harbor bar. Passengers saved by life saving crew. The vessel was pulled off on December 25th and proceeded to New York.
- 25—1884—Fire on Michigan avenue, below Atlantic avenue. Hayday cottage burned. Loss, \$2,500.
- 25—1888—John Martin, mate of the schooner Annie S. Carll, lying in the Inlet, Atlantic City, killed by Andrew Grimes, a colored sailor. Grimes was convicted and hung on June 20, 1889.
- 28—1842—First marriage on Absecon Beach. Joseph Showell married to Lavina Adams by Justice Parker Cordery. See May 2.
- 29—1870—First Presbyterian Church, Atlantic City, organized with seven members.
- 30—1880—Memorable fire in Atlantic City, at Pacific and North Carolina avenues. Temperature 6 degrees below zero. Boiling water poured into pump cylinders to prevent freezing. The old hand engine did its last service at this fire.
- 31—1900—Close of the nineteenth century. Celebrations in all the principal cities of the country, including Newark, Paterson, Trenton and Atlantic City.

# ATLANTIC CITY HOTELS AND BOARDING HOUSES.

## Atlantic City Hotels and Boarding Houses.

The principal hotels and boarding-places in Atlantic City are herewith tabulated, special attention being called to those whose names are printed in bold-face type, as being the very best of their class.

The rates given are for one in a room. Many houses make a lower rate for two in a room. The number of rooms, as indicated in the third column of figures, must not be taken as the capacity of the house, with two or more in a room.

Some of the houses marked "All the Year," are closed during November and December.

The total number of hotels and boarding-houses in Atlantic City at this time (1904) is about 700.

NAME OF HOUSE.	LOCATION.	RATE PER WEEK.	RATE PER DAY.	GUEST ROOMS	TIME OPEN.	REMARKS.
<b>Altamont-Craig</b>	Hall, Penna. av. n'r Beach.	\$15 to 25	\$2.50 to 3	80	All the Year.	The Altamont-Craig Hall is select and exceedingly well kept. Good service and unsurpassed cuisine.
Abbey, . . . . .	..	10.50 to 25	3 to 5	125	" "	
Aldine, . . . . .	..	9 to 14	2 to 3	100	May to October.	
<b>Anchorage.</b>	Virginia ave. near Beach.	10 to 15	1.50 to 2.50	72	All the Year.	The Anchorage is situated near the beach, and is in every way an up-to-date hotel.
Allen, . . . . .	Michigan ave. near Pacific.	10 to 12	1.50 to 2	60	May 1 to Oct. 1.	The Altgen is thoroughly home-like and comfortable.
<b>Altgen.</b>	..	10 to 15	2 to 2.50	100	All the Year.	Pleasant location and good table.
Arondale, . . . .	..	9 to 12	2 to 2.50	50	" "	
Albermarle, . . .	Tennessee ave. near Beach.	10 to 15	2 to 2.50	72	" "	
<b>Borton.</b>	..	8 to 15	1.50 to 3	65	" "	The Borton is delightfully situated near the beach and is in every way a first-class family hotel.
Biscayne, . . . .	..	10 to 18	2.50 to 3	67	" "	
Brady, . . . . .	..	10	1.50	30	Spring and Summer	
<b>Belmont.</b>	Virginia ave. near Beach.	10 to 30	2.50 to 5	100	All the Year.	The Belmont is centrally located. Elevators to street level. Rooms single or en suite. Private baths.
Boscobel, . . . .	..	10 to 18	2.50 to 3	56	" "	The Brighton is thoroughly first-class. Spacious lawn, Casino, and amusements.
<b>Brighton.</b>	Indiana ave. near Beach.	25 to 50	3.50 to 5	230	" "	
Beaumont, . . . .	..	12 to 25	2 to 3.50	100	" "	
<b>Berkeley.</b>	Kentucky ave. near Beach.	10 to 15	2 to 3	90	" "	The Berkeley is thoroughly up-to-date in every respect, convenient to beach and all places of interest.
Beachview, . . . .	..	10 to 15	2 to 2.50	20	" "	
<b>Berkshire.</b>	Virginia ave. and Beach.	10 to 12	1.50 to 2	80	" "	The Berkshire Inn is centrally located near the beach and all places of interest. Fine cuisine.
Beach Villa, . . .	..	10 to 12	2 to 3	22	" "	
Brookhurst, . . .	..	8 to 15	2 to 3	50	" "	

Atlantic City Hotels and Boarding Houses.—Continued.

NAME OF HOUSE.	LOCATION.	RATE PER WEEK.	RATE PER DAY.	GUEST ROOMS.	TIME OPEN.	REMARKS.
Blenheim, . . .	Ohio ave. near Beach,	\$10 to 15	\$1.25 to 2	20	All the Year.	The Blenheim is centrally located, convenient to the beach and is a good family house. German cooking. The Bon Air has a delightful location near the beach, and is a good family house.
Bon Air, . . .	Ocean ave. near Beach,	10 to 15	1.50 to 2.50	75	" "	
Brunswick, . .	" "	10 to 15	2 to 3	20	" "	
Bingham, . . .	" "	8 to 12	1.50 to 2	65	" "	
Beyer, . . .	" "	8 to 12	1.50 to 2	72	" "	
Boniface, . . .	S. Carolina av. near Beach,	10 to 15	1.50 to 2.50	14	" "	The Boniface is a desirable house. Nicely furnished and thoroughly comfortable. Moderate rates. Table and service good.
Berwick, . . .	Ocean ave. near Beach,	10 to 20	2 to 3	25	" "	The Carleton Hall is well kept and popular. Table and service good.
Carleton Hall, .	" "	8 to 12	1.50 to 2	75	" "	
Chelsea, . . .	South Michigan ave.,	25 to 50	4 to 6	300	" "	The Colwyn has a delightful location, and is liberally managed.
Colwyn, . . .	" "	8 to 12	1.50 to 2	38	Feb. to Oct.	The Clyde is a favorite house, with careful management. Excellent cuisine and service.
Chatham, . . .	1005 Pacific ave.,	10 to 15	2.50 to 3	20	All the Year.	The Chester Inn is pleasantly situated. Large airy bed-rooms. Accommodations the best.
Central, . . .	" "	12 to 18	2.50 to 3	120	" "	The Colonnade has large airy rooms; steam heat; near beach. Excellent service.
Chester Inn, . .	New York ave. near Beach,	10 to 15	2 to 2.50	90	" "	The Canfield is a well-kept house. Fine location. Every home comfort.
Chalfonte, . . .	St. James Place n'r Beach,	9 to 15	2 to 3	45	Spring and Summer	The Chetwoode adjoins the Garden Hotel, one minute from the beach. Excellent service. Special rates.
Colonial, . . .	" "	15 to 18	2.50	42	All the Year.	The Clarion has a delightful situation, near the ocean, and is in every respect a thoroughly comfortable house.
Canfield, . . .	Virginia ave. near Beach,	10 to 18	2 to 2.50	26	Summer Season.	The Chelsea Haven is near the beach at Chelsea, and is an up-to-date house.
Columbia, . . .	Pacific and Indiana aves.,	10 to 15	2.50 to 3	77	All the Year.	
Chetwoode, . . .	" "	10 to 20	2 to 4	75	" "	
Clarendon, . . .	Kentucky ave. near Beach,	8 to 15	2 to 2.50	60	" "	
Clarion, . . .	" "	10 to 20	2 to 4	60	" "	
Cleaver, . . .	" "	8 to 18	2 to 3	40	" "	
Chelsea Haven, .	Montpeller av. near Beach,	10 to 12	1.50 to 2	50	Summer Season.	
Dudley Arms, . .	" "	12 to 15	2.50	40	All the Year.	
Delaware City, .	" "	10 to 15	1.50 to 2.50	50	Spring and Summer	
De Ville, . . .	" "	10 to 15	2 to 3	54	April to October.	
Duffington, . . .	" "	10 to 15	2 to 3	50	" "	
Dunlop, . . .	" "	10 to 15	2 to 3	50	" "	
Ethlyn, . . .	S. Carolina ave. and Beach,	8 to 12	1.50 to 2.50	40	All the Year.	The Ethlyn is centrally located on the beach. In every respect an up-to-date hotel.
Elberon, . . .	" "	8 to 12	1.50 to 2	75	" "	
Edgewater, . . .	" "	8 to 12	1.50 to 2	50	Summer.	
Evers, . . .	" "	8 to 10	1.50 to 2	50	" "	
Evard, . . .	" "	9 to 12	2	36	" "	
Glendale, . . .	St. James Place n'r Beach,	12 to 18	2 to 4	100	All the Year.	The Glendale is a good family house, within easy access of the beach and all places of interest.
Glaslyn, . . .	" "	12 to 18	2.50 to 3	67	" "	The Garden is a first-class hotel. Cuisine and service all that could be desired. Employs only white help.
Garden, . . .	Pacific and Illinois aves.,	25 to 50	4 to 6	300	" "	
Girard, . . .	" "	8 to 12	1.50 to 2	50	" "	



# Atlantic City Hotels and Boarding Houses—Continued.

NAME OF HOUSE.	LOCATION.	RATE PER WEEK.	RATE PER DAY.	GUEST ROOMS.	TIME OPEN.	REMARKS.
Grand Atlantic.	Ocean ave. and Boardwalk.	\$10 to 30	\$2 to 2.50	200	Summer Season.	The Haines is a favorite house. It is centrally located and close to the beach.
Haines.	Ocean ave. and Boardwalk.	30 up.	3	85	All the Year.	
Hatboro.	Ocean ave. and Boardwalk.	8 to 12	1.50 to 2	16	"	
Hudson Hall.	Ocean ave. and Boardwalk.	8 to 15	1.50 to 2	32	"	
Holland.	Brigantine.	15 to 35	3 to 5	50	June to October.	The Holland House, by the Breakers, is an up-to-date hotel. Artesian water, electric lights, etc. Meals served any hour in la carte.
Husted.	Husted.	8 to 10	1.50 to 2	50	All the Year.	The Holmhurst is a high class modern homelike hotel. In finest section. Excellent cuisine.
Hygela.	Penna. ave. and Beach.	10 to 15	2 to 2.50	50	"	The Imperial is a favorite house, with careful management. Excellent cuisine and service.
Holmhurst.	Penna. ave. and Beach.	14 to 25	2.50 to 4	100	"	The Islesworth has a first-class table. Superior service. Steam heat. Salt and fresh water baths.
Haddon Hall.	Ocean end Maryland ave.	20 to 50	4 to 6	250	"	The Kuehnle is a very desirable house. Central location, and near P. R. R. Station.
Islesworth.	Virginia ave. and Beach.	10 to 20	2.50 to 3.50	230	"	The Lehman is a fine house, high location. Good table and service.
Koopman.	S. Car. and Atlantic aves.	18 to 35	3 to 5	155	April to November.	
Kuehnle.	Ocean end Penna. ave.	12 to 16	2 to 2.50	40	"	
La Belle Inn.	Ocean end Penna. ave.	8 to 15	1.50 to 2.50	65	"	
Lawrence.	Ocean end Penna. ave.	12 to 22	2.50 to 3.50	60	All the Year.	
Lehman.	Ocean end Penna. ave.	15 to 25	2.50 to 3.50	100	"	
Lancaster.	Ocean end Penna. ave.	10 to 15	2 to 2.50	27	"	
Lelande.	Ocean end Penna. ave.	13 to 18	2.50 to 3	100	"	
Leedom.	Ocean ave. near Beach.	8 to 12	1.50 to 2.50	22	Spring and Summer	The Leedom is a pleasant house in a pleasant location. Good table and good service.
La Fontaine.	Ocean ave. near Beach.	10 to 15	2 to 2.50	50	All the Year.	
Loraine.	Ocean ave. near Beach.	18 to 21	3 to 3.50	80	"	
Meirose Hall.	Penna. ave. near Beach.	12 to 25	2.50 to 3.50	25	"	The Meirose Hall is delightfully situated, and is in every way a desirable family house.
Malestic.	Penna. ave. near Beach.	12 to 25	2.50 to 3.50	100	March to October.	
Mt. Vernon.	Penna. ave. near Beach.	10 to 16	2 to 3	75	Spring and Summer	The Malatesta is a very popular house; thorough management, pleasant rooms, and superior table.
Malatesta.	Atlantic and N. Car. aves.	10 to 21	2 to 3	80	"	
Morris.	Atlantic and N. Car. aves.	10 to 21	2 to 3	80	All the Year.	The Manhattan is always popular. Near beach and central location.
Muncaster.	Atlantic and N. Car. aves.	10 to 15	2 to 2.50	26	"	
Manhattan.	S. Carolina ave. n'r Beach.	10 to 15	2 to 2.50	25	"	
Metropolitan.	S. Carolina ave. n'r Beach.	10 to 15	2 to 2.50	74	"	
New England.	S. Carolina ave. n'r Beach.	10 to 15	2 to 2.50	96	Spring and Summer	
New Holland.	S. Carolina ave. n'r Beach.	15 to 25	2.50 to 3	100	All the Year.	
Osborne.	S. Carolina ave. n'r Beach.	8 to 12	1.50 to 2	96	"	
Oriental.	S. Carolina ave. n'r Beach.	8 to 15	1.50 to 2.50	100	"	
Park Cottage.	Kentucky ave. near Beach.	15 to 25	2.50 to 3.50	100	"	The Park Cottage is a very comfortable house. Good table and attentive service.
Ponce de Leon.	Kentucky ave. near Beach.	10 to 15	2 to 3	100	"	The Phillips has a delightful location, and has a liberal management.
Phillips.	South Connecticut ave.	8 to 15	1.50 to 2.50	25	"	The Pennhurst is centrally located, near the beach and depot. First-class accommodations. Every convenience.
Piney.	South Connecticut ave.	10 to 15	2 to 2.50	100	Spring and Summer	
Pennhurst.	Michigan ave. near Beach.	12 to 20	2.50 to 3	40	All the Year.	

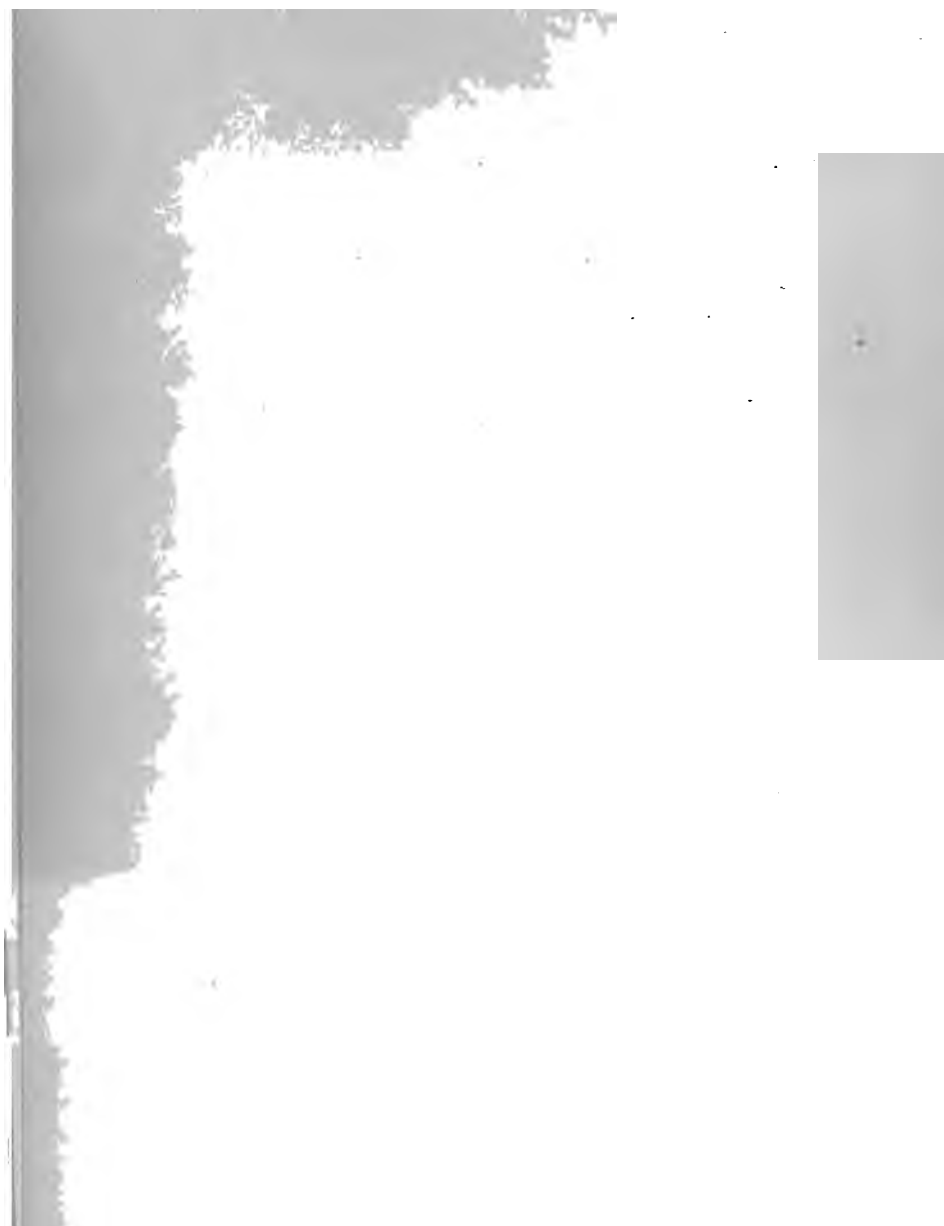
Atlantic City Hotels and Boarding Houses. — Continued.

NAME OF HOUSE.	LOCATION.	RATE PER WEEK.	RATE PER DAY.	GUEST ROOMS.	TIME OPEN.	REMARKS.
Presser.	Ocean end New Jersey av.,	\$8 to 12	\$2	21	All the Year.	The Pierpont is a first-class house. Delightfully situated, overlooking the sea. Excellent service.
Quaker City.	St. Charles Pl. and Beach.	15 to 30	2 to 5	175	" "	The Raleigh is elegantly appointed and strictly first-class. The table and service unexcelled.
Radnor.	Park Place near Beach.	15 up.	2.50 up.	120	" "	The Revue has a very desirable location, good table and good service. Popular the year round.
Revere.	New York ave. near Pacific	6 to 10	2.50 to 2	16	" "	The Roanoke is centrally located, near the beach and depots. First-class accommodations.
Reno.	Ocean end of New Jersey.	12 to 18	2.50 to 3	40	" "	The Rudolf is a refined and luxurious house. Table and service unexcelled.
Richmond.	Park Place and Beach.	12 to 20	1.50 to 2	86	Spring and Summer	
Rio Grande.	S. Carolina ave. n r Beach.	12 to 30	2.50 to 3	57	All the Year.	
Roman.	Michigan ave. and Beach.	12 to 18	2.50 to 3	75	" "	
Robbins.	Albany and Atlantic aves.	12 to 30	3 to 5	90	" "	
Rossmore.	Pacific and Rhode Island.	15 to 90	3 to 5	50	" "	The Robbins is a good family house, with in easy access of the beach and all places of interest.
Seaside.	Foot of St. Charles Place.	18 to 30	2 to 2.50	53	" "	The Shelburne is a refined and luxurious house. Every convenience. Table and service unsurpassed.
Sea Bright.	Missouri and Atlantic aves.	12 to 30	2.50 to 5	125	" "	The Speedway is within sight of the ocean. Cuisine, service and appointments first-class.
Silverdale.	Ocean end Rhode Island av.	12 to 30	2.50 to 2	90	" "	The Sea Bright is a fine house, newly furnished. Best attention and service.
St. Charles.	S. Carolina ave. near Beach	18 to 30	3 to 5	30	" "	
Stanton.	Illinois ave. and Beach.	10 to 12	1.50 to 2	15	" "	
Scarborough.	Vermont ave. near Beach.	10 to 12	1.50 to 2	40	" "	
Senate.	Ocean end Virginia ave.,	10 to 12	3	100	" "	The Spedel is convenient to Reading Railroad station and beach, and has every modern convenience.
Sothern.	Illinois ave. and Beach.	15 to 25	3 to 5	125	" "	The Senate is close to the beach. Service and cuisine unsurpassed.
Stickney.	Vermont ave. near Beach.	12 to 20	2.50 to 3.50	100	" "	The Stanley is delightfully situated, and is in every way a desirable family house.
Traymore.	Wallingford.	10 to 20	2 to 3	60	" "	The Traymore is an imposing home. Large guest-rooms. Every convenience. Unsurpassed cuisine.
Warren.	Ocean end Rhode Island av.	20 to 35	2.50 to 3	250	" "	The Vermont is near the beach. Home-like, and has large porches. The table is all that could be desired.
Wilshire.	Ocean end Virginia ave.,	8 to 15	1.50 to 2.50	30	" "	The Wilshire is centrally located. Near ocean and new Steel Pier. Table and service unexcelled.
Wilmington.	Missouri and Pacific aves.,	17.50 to 25	3 to 5	17	Summer Season.	The Worthington is a comfortable, home-like house. Good table and good management. Always popular.
Westminster.	Missouri and Pacific aves.,	21 to 65	3 to 9	150	Open all Year.	
Waldorf.	Missouri and Pacific aves.,	9 to 15	2 to 3	70	Spring and Summer	
Wolcott.	Missouri and Pacific aves.,	10 to 15	2 to 3	60	Open all Year.	
	Missouri and Pacific aves.,	10 to 15	2 to 3	35	All the Year.	
	Missouri and Pacific aves.,	17.50 to 30	2.50 to 4	110	" "	

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## Addenda.

### ATLANTIC CITY ATTORNEYS.

To the list of Atlantic City lawyers, printed on page 145, should be added the following:

John C. Slape,	Clarence L. Goldenburg,
Edmund C. Gaskill,	Oliver T. Rogers,
I. Morton Adams,	W. Frank Sooy,
Harry R. Coulomb,	Herman M. Sypherd,
Townsend Godfrey,	Herbert Voorhees,

### SEMI-CENTENNIAL DIRECTORS.

In addition to the directors of the Atlantic City Semi-Centennial, named on page 315, the following gentlemen were members of the board:

Franklin P. Stoy (Mayor),	Alfred E. Burk,
C. W. Maxwell,	Dr. J. B. Thompson,
Daniel Lindley,	J. R. Keenan,
Louis H. Donnelly,	Lewis P. Scott,
William Riddle,	Charles R. Myers,
Charles E. Cope,	M. A. Devine,
Frederick Hemsley,	John L. Young,
Joseph H. Borton,	D. H. Lovell,
James B. Reilly,	Henry Rutter,
John Donnelly,	Charles W. Mathis,
W. R. Vanaman,	Joseph M. Huston,
Timothy A. Byrnes,	Josiah White,
A. G. McCausland,	Lyman W. Byers,
George H. Long,	Thomas H. Thompson,
Edward S. Johnson,	William H. Bartlett.

Mayor Stoy was chairman of the committee on music and parade, and Mr. Burk was at the head of the sub-committee on floral parade. The success of the floral parade on the Boardwalk was largely due to Mr. Burk's efforts. The Steel Pier, of which he is a director, placed two handsomely decorated rolling chairs in the parade.

### PROMINENT BUSINESS MEN.

Among the business men of Atlantic City at the present time (1901), besides those mentioned on the preceding pages, are the following:

Charles E. Schroeder,	Harry L. Allen,
William C. Westcott,	Hubert Somers,
Clement J. Adams,	Arthur Knauer,
Van Buren Giffin,	E. G. Shreve,
Harry J. Mulock,	J. Henry Bartlett,
Enoch B. Scull,	Arthur Wright,
M. A. Devine,	Thomas J. Dickerson,
Gustav Kessler,	Victor Freisinger,
James Parker,	Warren M. Cale,
E. H. Cook,	William H. Burkard,
Warren Somers,	P. S. Corson,
Rufus Booye,	Elwood S. Johnson,
William A. Bell,	Benjamin Bacharach,
Charles E. Adams,	B. L. Stevens,
Stewart H. Shinn,	Frederick C. Robbins,
F. W. Cotton,	H. N. Bolte,
William N. Johnson,	O. J. Hammill,

PROMINENT BUSINESS MEN.—Continued.

W. B. Loudenslager,  
Sylvester Leeds,  
Samuel O. Shouse,  
James B. Fowler,  
Charles M. Spidel,  
George P. Rogers,  
Edwin H. Cuthbert,  
Charles Roesch, Jr.,  
John C. Risley,  
Joseph C. Farr,  
John S. Ingram,  
Stephen F. Bell,  
William Gordon,  
O. Bolton Parsons,  
Lewis T. Imlay,  
William Heald,  
Henry B. Leeds,  
D. J. Ward,  
David Nassano,  
A. P. Johnson,  
George W. Carmany,  
Herman G. Mulock,  
J. Pratt Cramer,  
E. M. Sweeney,  
L. B. Ryon,  
Harry Bellis,  
Thomas D. McDevitt,  
John T. French,  
Thomas L. Gage,

Marion R. Owen,  
Everett M. Down,  
Charles D. Thompson,  
Isaac Bacharach,  
Harvey J. Shumway,  
Joseph A. Brady,  
Arthur H. Stiles,  
Joseph Fralinger,  
John A. Manz,  
Albert W. Irving,  
Harper B. Smith,  
James K. Carmack,  
Henry H. Cross,  
Daniel W. Myers,  
Edwin Smith,  
Samuel Rothholz,  
James Evans,  
George Obergfell,  
William Lewis,  
George H. Rogers,  
O. H. Guttridge,  
Leonard D. Algar,  
H. L. Fairbairn,  
S. M. Braunstein,  
Frank R. Applegate,  
Hugh B. Genoe,  
James H. Mason,  
H. J. Shill, Jr.,  
Gabriel Garrison.



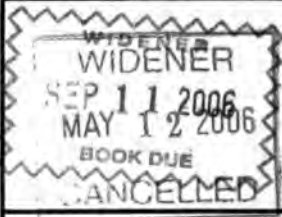


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